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Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.



No. 21,690 號拾玖百陸仟壹萬第 日陸廿月式拾甲丁 HONG KONG, WEDNESDAY, JANUARY 18th, 1928. 叁拜禮 日捌拾月壹年八廿百九仟壹英

KOWLOON-CANTON RAILWAY.

TIME-TABLE.
WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yau Ma Tei ...Dep.	8.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50
Shatin ...Dep.	8.50	8.15	9.20	10.10	12.10	1.25	2.25	4.45	5.55
Tai Po ...Dep.	8.55	8.20	9.25	10.15	12.15	1.30	2.30	4.50	6.00
Tai Po Market ...Dep.	9.00	8.25	9.30	10.20	12.20	1.35	2.35	4.55	6.05
Fanning ...Dep.	9.05	8.30	9.35	10.25	12.25	1.40	2.40	5.00	6.10
Shau Chai ...Dep.	9.10	8.35	9.40	10.30	12.30	1.45	2.45	5.05	6.15
Shau Chai ...Arr.	9.15	8.40	9.45	10.35	12.35	1.50	2.50	5.10	6.20
Canton ...Arr.	9.20	8.45	9.50	10.40	12.40	1.55	2.55	5.15	6.25

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Shau Chai ...Dep.	8.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50
Shau Chai ...Dep.	8.50	8.15	9.20	10.10	12.10	1.25	2.25	4.45	5.55
Tai Po ...Dep.	8.55	8.20	9.25	10.15	12.15	1.30	2.30	4.50	6.00
Tai Po Market ...Dep.	9.00	8.25	9.30	10.20	12.20	1.35	2.35	4.55	6.05
Fanning ...Dep.	9.05	8.30	9.35	10.25	12.25	1.40	2.40	5.00	6.10
Shau Chai ...Dep.	9.10	8.35	9.40	10.30	12.30	1.45	2.45	5.05	6.15
Shau Chai ...Arr.	9.15	8.40	9.45	10.35	12.35	1.50	2.50	5.10	6.20
Canton ...Arr.	9.20	8.45	9.50	10.40	12.40	1.55	2.55	5.15	6.25

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yau Ma Tei ...Dep.	8.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50
Shatin ...Dep.	8.50	8.15	9.20	10.10	12.10	1.25	2.25	4.45	5.55
Tai Po ...Dep.	8.55	8.20	9.25	10.15	12.15	1.30	2.30	4.50	6.00
Tai Po Market ...Dep.	9.00	8.25	9.30	10.20	12.20	1.35	2.35	4.55	6.05
Fanning ...Dep.	9.05	8.30	9.35	10.25	12.25	1.40	2.40	5.00	6.10
Shau Chai ...Dep.	9.10	8.35	9.40	10.30	12.30	1.45	2.45	5.05	6.15
Shau Chai ...Arr.	9.15	8.40	9.45	10.35	12.35	1.50	2.50	5.10	6.20
Canton ...Arr.	9.20	8.45	9.50	10.40	12.40	1.55	2.55	5.15	6.25

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Shau Chai ...Dep.	8.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50
Shau Chai ...Dep.	8.50	8.15	9.20	10.10	12.10	1.25	2.25	4.45	5.55
Tai Po ...Dep.	8.55	8.20	9.25	10.15	12.15	1.30	2.30	4.50	6.00
Tai Po Market ...Dep.	9.00	8.25	9.30	10.20	12.20	1.35	2.35	4.55	6.05
Fanning ...Dep.	9.05	8.30	9.35	10.25	12.25	1.40	2.40	5.00	6.10
Shau Chai ...Dep.	9.10	8.35	9.40	10.30	12.30	1.45	2.45	5.05	6.15
Shau Chai ...Arr.	9.15	8.40	9.45	10.35	12.35	1.50	2.50	5.10	6.20
Canton ...Arr.	9.20	8.45	9.50	10.40	12.40	1.55	2.55	5.15	6.25

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MONDAY, 23RD JANUARY (NEW YEAR DAY).
9.00 A.M. "SUI AN" 3.30 P.M. "SUI AN"
TUESDAY, 24TH JANUARY.
2.00 P.M. "SUI TAI" 8.00 A.M. "SUI TAI"

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Our London Letter.

COMMONS AND THE PRAYER BOOK.

TRIUMPH OF REACTION.

MEMORABLE SCENES.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 18th.
The event of the week is the rejection of the New Prayer Book Measure by the House of Commons. It is thought that this is bound to have far-reaching effects upon the future of the Church of England at home and abroad. Following the big majority by which the House of Lords approved the Measure the vote of the Commons is a startling surprise. As I write, a few hours after the decision, the general opinion is that something in the nature of a tragedy has happened. Twenty years of work by the best brains in the Church, carried out with unexampled care and thoroughness, and finally approved and supported by the official authority of the Church Assembly, has been fettered by the rallying of the forces of reaction at Westminster.

The Broad Facts.

There are several broad facts that may be mentioned to sum up the position. Outside the ranks of narrow minded objectors to revision, it is admitted that the whole aim and object was to legalise alterations in a law of worship that had grown too strict for the growing needs of the Church. A good deal of the present Book is not in harmony with the conception of religion in this age. It has never been revised since it was first issued in 1662. Innovations, as they have been regarded, have brought new life into the Church in the last fifty years; but hitherto not in strict accordance with the letter of the ancient Book, which practically the whole of the Bishops agreed that they were necessary. The new Book was intended to give such usage sanction in accordance with present day ideas and beliefs. No change of doctrine was proposed.

Confusion Worse Confounded.

After these long years of patient effort at revision, all the work has been brought to naught by a vote of the House of Commons after one day's debate. And the point to note is that nothing has been settled thereby; indeed confusion is worse confounded by the destruction of reasonable hope, and the serious weakening of the authority of those responsible for the work of the Church. I hear it said that every priest will now be tempted to become a law unto himself. It has been urged against the Bishops hitherto that they have not enforced discipline among the clergy. But the vote of the House of Commons has diminished whatever power they have possessed to keep order. This is why I have described the rejection of the Measure as a victory for the forces of reaction.

Scenes At Westminster.

The debate in the House of Lords, who accepted the New Prayer Book by 241 votes against 88, reached a very high level. It has been higher than anything experienced within living memory, and was sustained for three days. There was much that may be classed as real oratory. The level of the speeches in the House of Commons was also high; and it was in some cases dramatic and emotional. As is well known, when a Measure is sent from the Church Assembly to Parliament it can only be accepted or rejected by a plain "Yes" or "No." It cannot be altered by the extent of a single word. If accepted it goes forward automatically for the Royal Assent and becomes law; if rejected that is the end of it. Members of the House of Commons therefore realised that, as the Lords had passed the Prayer Book Measure, its fate rested with them. Notable Speeches.

The atmosphere in the House of Commons was more sensational than anything known there since the opening days of the Great War. Ordinary party divisions disappeared. Members of the Government were on both sides, some for and some against. The House was packed. The House was packed.

(Continued on next Column.)

FRENCH CONSULAR OFFICIALS AT SHANGHAI.

DEPARTURE OF M. NAGGIAR AND M. BOUSQUET.

TWO POPULAR FIGURES.

The French community of Shanghai, says the *North China Daily News* of last Friday, will lose a very prominent and popular member with the departure of M. Emil Naggiar, Consul-General for France here for the last two years, who will sail to-morrow for San Francisco by the str. *Tayo Maru*. For 20 years an official in the French Consular service, M. Naggiar upon his original entry into the service in 1908, held the position of Attaché at the Foreign Office in Paris, but two years later he passed the special examination which enables the successful entrants to aspire to the position of Consul, and later Consul-General, and he was subsequently sent out to Shanghai in 1912, as Deputy Consul in the French Consulate which position he held until he became Acting Consul-General from 1915 to 1917.

The Realm Of Sport.

In 1915 he was sent as Consul to Yunnan and of this spot, M. Naggiar retains some of his happiest memories. There were no sports and games then and the troubles and worries then and the large parties in which M. Naggiar eagerly participated were few and far between. In the form of shooting expeditions, and even week-ends could be spent far away in the country with a gun without any thought or hint of unpleasantness. Not that M. Naggiar does not like Shanghai; he does, for he has many intimate friends here and he entertains a very sincere admiration for all who work with him here in the troublous times during which he held office. Shooting and hunting, however, are not although he is proficient in them, M. Naggiar's favourite sport for that is salmon and trout fishing, for which there is little scope here. His many friends will be doubly sorry to see M. Naggiar sail to-morrow, as it is improbable that he will ever return to this port. He will do some day, when he will be on a tour of inspection round the Far Eastern French consulates. To-morrow also will sail Mr. Bousquet, for some time Vice-Consul at the French Consulate here, who is on his way to Tientsin, whence he will travel home via Siberia, before he goes on to Washington to take up the post of third secretary of the Embassy, to which he has been appointed.

All the galleries were filled. Sitting above the clock in the Peers' Gallery could be seen the bent and white-haired figure of the Archbishop of Canterbury. Near him was the Archbishop of York. In the early stages of the debate it was thought that the Measure was going through. The Prime Minister was in favour of the New Book. But the best speech in support of it was made by Mr. Bridges, First Lord of the Admiralty, who described himself as representing the standpoint of "the man in the pew." He would rather trust himself to the guidance of the Archbishop and Bishops in this matter affecting the welfare of the Church than to the opposition.

The Turning Point.

The turning point in the debate was the speech of another Minister, Sir William Joynson-Hicks, Home Secretary. He made the speech of his life. Reservation of the Sacrament should not be permitted by the Church, he thundered. "It is being done every day. How can the Bishops deal with an offence at which they have connived for so many years?" Reservation would be permitted by the Measure. He carried waverers with him, and sealed the fate of the Measure. The rejection was carried by 247 votes to 85. The Archbishop of Canterbury, now 80 years of age, who has worked for revision for a quarter of a century, rose slowly with tears in his eyes. The Archbishop of York, gently took the aged Primate by the arm, and together they walked with bowed heads out of the House.—H.B.

DIARY OF EVENTS.

To-day.
Fanning Hunt: Drag Hunt, meet at Kennels, 2.45 p.m.
Tea Dance: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Hockey: Club XI v. Navy (Sim Shield), U.S.R.C. XI v. Navy (Cheer O), Y.M.C.A.: Whist Drive, 7.30 p.m.
Reception to welcome the Dean and Mrs. Swann, St. Peter's Church Young Men's Club, 8.45 p.m.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "The Pleasure Buyers."
World Theatre: "The Lucky Lady" (5.10 p.m. and 7.15 p.m.); "Wong Tin Bai," Chinese Drama (8.30 p.m. and 7.15 p.m.).
Star Theatre: "Alma of the South Seas."

Thursday.

Rowing: Hornell Cup Race, at Royal H.K. Yacht Club, 4.30 p.m.
Tea Dance: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.
Cheer O Y.M.C.A.: Impromptu Dance, 7.30 p.m.
Cafe Regent dinner dance, 8 p.m.
St. Peter's Church Young Men's Club whist drive, Cathedral Hall, 8.45 p.m.
European Y.M.C.A. Debate, 9.15 p.m.
Queen's Theatre: "The 13th Juror."
World Theatre: "The Desert's Toll."
Star Theatre: "The Gay Deceiver."
Principal Malls: Inward: Canada, U.S.A., etc. and Europe via Siberia (Empire of Canada); Australia, etc. (Mishima Maru).

Friday.

U.S.R.C. Tennis Tournament: 1st and 2nd Rounds, Handicap Events to be completed.
Tea Dance: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Hockey: Club "A" v. Y.M.C.A., King's Park, 5 p.m.
Cheer O Y.M.C.A.: Concert and Dance, 7.30 p.m.
Cafe Regent dinner dance, 8 p.m.
Taikoo Club Annual Ball, 9 p.m.
Queen's Theatre: "The 13th Juror."
World Theatre: "The Desert's Toll."
Star Theatre: "The Gay Deceiver."
Dick Norton and "His Globe Trotters" in "Incidents," Star Theatre, 9.15 p.m.
Principal Malls: Outward: Europe via Siberia (Suigang), 5 p.m.

Saturday.

Great Cold (Fah-n).
Golf: China New Year Meeting, Fanning.
Fanning Hunt Steeplechase Meeting, Kwantia, 3 p.m.
Yachting: 8th Championship Race for racing yachts.
Cricket League: Division I: Craigengower C.C. v. R.G.A. Division II: University 2nd XI. Division III: University 1st XI. Division IV: University 2nd XI. Division V: University 3rd XI. Division VI: University 4th XI. Division VII: University 5th XI. Division VIII: University 6th XI. Division IX: University 7th XI. Division X: University 8th XI. Division XI: University 9th XI. Division XII: University 10th XI. Division XIII: University 11th XI. Division XIV: University 12th XI. Division XV: University 13th XI. Division XVI: University 14th XI. Division XVII: University 15th XI. Division XVIII: University 16th XI. Division XIX: University 17th XI. Division XX: University 18th XI. Division XXI: University 19th XI. Division XXII: University 20th XI. Division XXIII: University 21st XI. Division XXIV: University 22nd XI. Division XXV: University 23rd XI. Division XXVI: University 24th XI. Division XXVII: University 25th XI. Division XXVIII: University 26th XI. Division XXIX: University 27th XI. Division XXX: University 28th XI. Division XXXI: University 29th XI. Division XXXII: University 30th XI. Division XXXIII: University 31st XI. Division XXXIV: University 32nd XI. Division XXXV: University 33rd XI. Division XXXVI: University 34th XI. Division XXXVII: University 35th XI. Division XXXVIII: University 36th XI. Division XXXIX: University 37th XI. Division XL: University 38th XI. Division XLI: University 39th XI. Division XLII: University 40th XI. Division XLIII: University 41st XI. Division XLIV: University 42nd XI. Division XLV: University 43rd XI. Division XLVI: University 44th XI. Division XLVII: University 45th XI. Division XLVIII: University 46th XI. Division XLIX: University 47th XI. Division L: University 48th XI. Division LI: University 49th XI. Division LII: University 50th XI. Division LIII: University 51st XI. Division LIV: University 52nd XI. Division LV: University 53rd XI. Division LVI: University 54th XI. Division LVII: University 55th XI. Division LVIII: University 56th XI. Division LVIX: University 57th XI. Division LX: University 58th XI. Division LXI: University 59th XI. Division LXII: University 60th XI. Division LXIII: University 61st XI. Division LXIV: University 62nd XI. Division LXV: University 63rd XI. Division LXVI: University 64th XI. Division LXVII: University 65th XI. Division LXVIII: University 66th XI. Division LXIX: University 67th XI. Division LXX: University 68th XI. Division LXXI: University 69th XI. Division LXXII: University 70th XI. Division LXXIII: University 71st XI. Division LXXIV: University 72nd XI. Division LXXV: University 73rd XI. Division LXXVI: University 74th XI. Division LXXVII: University 75th XI. Division LXXVIII: University 76th XI. Division LXXIX: University 77th XI. Division LXXX: University 78th XI. Division LXXXI: University 79th XI. Division LXXXII: University 80th XI. Division LXXXIII: University 81st XI. Division LXXXIV: University 82nd XI. Division LXXXV: University 83rd XI. Division LXXXVI: University 84th XI. Division LXXXVII: University 85th XI. Division LXXXVIII: University 86th XI. Division LXXXIX: University 87th XI. Division LXXXX: University 88th XI. Division LXXXXI: University 89th XI. Division LXXXXII: University 90th XI. Division LXXXXIII: University 91st XI. Division LXXXXIV: University 92nd XI. Division LXXXXV: University 93rd XI. Division LXXXXVI: University 94th XI. Division LXXXXVII: University 95th XI. Division LXXXXVIII: University 96th XI. Division LXXXXIX: University 97th XI. Division LXXXXX: University 98th XI. Division LXXXXXI: University 99th XI. Division LXXXXXII: University 100th XI.

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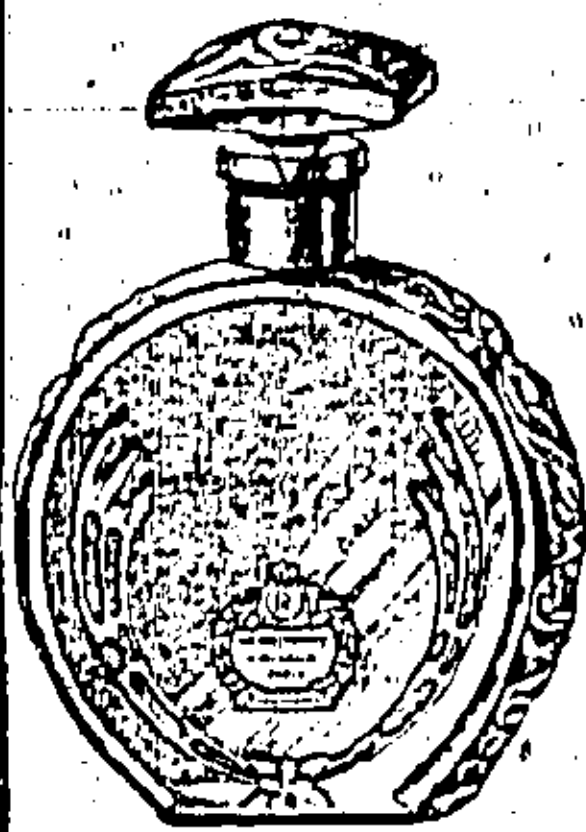
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SOVIET POSITION IN THE NORTH.

ACTION AGAINST REDS IN THE HARBIN DISTRICT
UNLIKELY.

INTEREST OF JAPAN AND RUSSIA.

HARBIN, December 31st.

A most curious situation has been created in North China and especially in Manchuria owing to the Nationalist Government "break" with the Soviet Russia, writes a *North China Daily News* correspondent. It has its amusing features since it is Marshal Chang Tso Lin and the Northern Warlords who have so often openly declared themselves enemies to the Russian Communist Party. Most foreigners living in these parts think that the Chinese authorities who hold power in the North, will take some action and, following the lead of Nanking, insist that Soviet Consulates and Government institutions are withdrawn. The view is not taken by the writer, who thinks that, for the time being at any rate, the status quo will not be disturbed, principally on account of the complicated position of the Chinese Eastern Railway—the spinal cord of North Manchuria. Marshal Chang is far too busy with things in the capital to bring about changes here, where everything is working smoothly and prosperity exists. It must not be forgotten that Manchuria is supplying him with millions which enables him to maintain his army and keep him in much needed funds.

C.E.R. The Main Factor.

His trusted lieutenant is Tschun Wu of Heilungkiang, who is likewise commander-in-chief of the Manchurian defence, who spends his time between Mukden and his own capital, Tsitsihar. General Wu is an immensely rich man who is still an amateur, being far more interested in the future of this rich and developed territory than in politics. Nothing would be gained by closing the Soviet Consulates, etc., in Manchuria, for the Soviet officials of the C.E.R. would still remain, unless the Chinese decided to seize the railway itself—which at the present moment would hardly pay them to do, as they have acknowledged Soviet Russia to be the joint owners. Such an action would either mean the invasion by Soviet troops into the C.E.R. area or the entry of Japanese troops for protective purposes at the request of the Chinese. Neither of these courses can possibly appeal to the Chinese officials, for then the North Manchurian railway—the railway would become sterile overnight.

The railway now is earning more money than it ever did, and the millions which are being received are being equally divided between Chinese and Russian alike. The Russian railway officials are working smoothly with their Chinese colleagues, and are even more desirous of spending money on the further development and improvement of the C.E.R. than the Chinese themselves. The Russian Consular officials' policy here is in no way aggressive, whilst apparently the Soviet officials in the Dalbank, Dairen, and other semi-government institutions are leaving politics alone and confining themselves to business, pure and simple.

Russian Policy in China.

Recent domestic political changes in Moscow indicate that Russian Communists, having been beaten in the election, are being driven to introduce Communism in South and Central China, are already changing their foreign policy in China. Undoubtedly there is a drawing together between Soviet Russia and Japan as far as the Far East is concerned, so that what position China will occupy has still to be determined, and this must remain unsolved until the emerges from the present chaos.

The attitude of local Chinese officials in many matters is being severely criticized in foreign circles. The Russian press being more or less muzzled and Russians having

nobody responsible to appeal to, the game of skimming the rabbit goes on merrily. Harbin boasts of one Russian evening paper, the *Raport*, which used to appear at 1 p.m. daily, but without warning the public administration issued an order that no evening paper could appear before 3 p.m. The reason for this was that the official organ in Russian, the *Kinung Pao*, had decided also to issue an evening paper. The latter was short-lived, for it contained no news except some official information which interested but few Russians. Whether or not the editor of the *Raport* got the police to allow his paper to appear at the original hour remains to be seen. Russian daily papers are now only allowed to contain six pages except "holiday issues" which may be eight. Whether the origin of this new regulation is due to the same source or conceived by the police themselves on account of the Soviet organ *Molot* being often of eight pages or more, is not quite clear.

Restrictions On The Whites.

The officials have dug at White Russians, as well as at the Red. An instance may be cited when recently certain memorial services to be held at the cathedral were stopped at the last minute, the church being surrounded by police. An order had suddenly been issued that church services can only be held on Saturdays, Sundays, and Church holidays. Apparently the Chinese are afraid that after special memorial services of the Whites, the latter will make hostile demonstrations against the Soviet Consulates.

Two Polish subjects, who have been condemned to death by the Harbin Court for murder and armed robbery, and are at present confined in the Harbin Gaol, recently appealed to the Polish delegate here against the sentence, and the latter protested to the Chief Judge, pointing out that the men were not Russian, but Poles and that he asked for a new trial. The representative of the Chief Judge was that the Polish delegate had no right in finding fault with the verdict, for Poland did not enjoy extrajudicial rights, and at the same time he fined the Polish delegate \$250 for breaking the Chinese law.

New Taxes And Regulations.

The authorities are making all sorts of new regulations in the Railway area as well as introducing all kinds of new taxes to raise the fund, for officials are badly paid and they have to keep up an appearance and spend a good deal in entertaining. Russians are getting bled, whenever it is possible, and absurd charges are often made against them from which to get free they have to pay pretty heavily.

Russian property owners have now a great difficulty in selling their buildings on account of the formalities attached to the transfer of the land which had originally been bought from the Railway. No fuss is made if the buyer is a Chinese, but the transfer is full of difficulties if the purchaser is a foreigner. The reason of this is principally on account of the Japanese, having during the last few years acquired the best built houses in the city, and mostly for speculative purposes and through mortgages which the Russians have been unable to repay.

As the Chinese realize the foreigners are still necessary for the welfare of this growing town and that they indirectly do a great deal for its growing prosperity, and that to prevent them from having real estate can do no good in the long run, they are likely to modify their policy as to the acquisition of property.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

General Inspection.

A general inspection of the whole Police Reserve by the Hon. Captain Superintendent of Police accompanied by the Hon. Commissioners of Police will take place at the Central Police Station on Tuesday, January 31st, at 5.15 p.m. All members are to attend.

Dress: Winter uniform, belts without frogs. No cap covers. No truncheons.

Practices Inspection.

A practice inspection of the whole Police Reserve will be held at 5.15 p.m. on Thursday, January 20th. Dress: As above. All members of the Police Reserve are to attend.

Chinese Company.

All ranks of the Chinese Company will parade at the Central Police Station on Thursday, January 19th, at 5.30 p.m. sharp. Dress: Winter uniform. Caps without covers. Belts need not be worn. No truncheons.

Flying Squad.

The weekly instructional patrol will start from the Central Police Station at 5.15 p.m. Dress: Winter uniform.

There will be no instructional patrol on January 20th.

Sharpshooters Co.

Revolvers may be drawn from the Commanding Officer's office. Government Laboratory. New Fire Station Building, on any day between 9 and 10 a.m. and 2 and 3 p.m.

(Sgd.) G. B. HARTFORD, D.S.P. (R.), Adjutant.
Hong Kong, January 17th, 1928.

ECCENTRIC BANDIT CHIEF.

AFFABILITY TO COLPORTEUR.

KIDNAPPED HIS CHILDREN BY MISTAKE.

SHANGHAI, January 17th.

In November last, news was published of the kidnapping for the children of one of the colporteurs of the British and Foreign Bible Society in Shanghai; some days afterwards it was reported that the children had been recovered. The full story of the adventure has just reached the Bible House in Shanghai.

Village Raid By Bandits.

The village where Mr. Tien resides, though walled, and defended by a band of well-armed brigands by local volunteer guards, was raided by a band of well-armed brigands, who, after a hard fight broke through the defences and ransacked the place. A rich neighbour, thinking Mr. Tien's humble home would be safer than his own, sent his womenfolk there when the fight began. Evidently there were spies in the village, for the robbers entered Mr. Tien's house and carried off all the women and children, including the colporteur's son and niece. Before dawn the band had set off with their captives and loot for their stronghold among the hills.

Mr. Tien was away from home, but hurried back as soon as he heard of the calamity. After days of suspense a mysterious message reached him by word of mouth. He was travelling alone and unarmed to a place among the hills, where further instructions would be given him. With many misgivings he shouldered his Bible Society satchel of Gospels, and set off for the hills, selling his books as he went along. On approaching the haunt of the desperadoes his courage almost failed, for he noticed that armed men were watching him from vantage points among the high rocks.

Into The Brigands' Stronghold.

Soon he was challenged with a pistol. "I am Tien of Chieh Village, and you are?" "Who are you?" and he replied, "I am Tien of Chieh Village." "Oh! you come, have you?" was the puzzling response. Keen on up the trail and you won't go wrong. He found himself being passed on from post to post and described by the sentries as the "Poor Ticket." These robbers always speak of their victims as though they were lottery tickets, and here was one whom they reckoned as a blank.

Mr. Tien at length found himself in a hill village which resembled a military camp, for it was full of armed men who all seemed to be well disciplined. They dressed as soldiers during the daytime, and travelled among the villages quite openly, but at night they appeared in ordinary civilian clothes. Conducted into the presence of the robber chief, Mr. Tien found himself treated as an honoured guest. The chief called for tea to be served, and himself poured it out, apologizing the while to the embarrassed colporteur for having brought him so far away from home. "I could have sent your two children back to you, but was afraid that harm might come to them on the way," said he. "I am sorry that my men made the mistake they did, but they could not tell which were your children."

Bandit Chief And The Gospels.

Noticing the colporteur's Gospels, he added, "I have often seen you with your books at the markets and fairs. How much do you earn?" Mr. Tien told him that he received \$8 a month, plus a commission on his sales. "That's not enough!" said the bandit, "but it's a good work you are doing." "And now I suppose you would like to see your children?" He then led the way to the quarters, where the prisoners were. They were carefully guarded, men and women being in separate houses.

Mr. Tien soon had the joy of seeing his children and hearing from their own lips that they were safe and well.

The parting words of the chief were, "Keep your door well docked in future," and, accompanied by a pat on the shoulder, "Work hard at your preaching and book-selling." Strange advice from one engaged in such a lawless occupation. —*N.Y. Daily News.*

MATRICULATION EXAMINATION.

KING EDWARD VII. SCHOLARSHIP AWARDS.

The two King Edward VII. Scholarships to be awarded on the results of the Matriculation Examination held in December 1927 and tenable at the Hong Kong University from 1928 have been awarded to the following candidates:

1. T. C. Payne, Central British School.
2. Li Kai Yeung, Queen's College.



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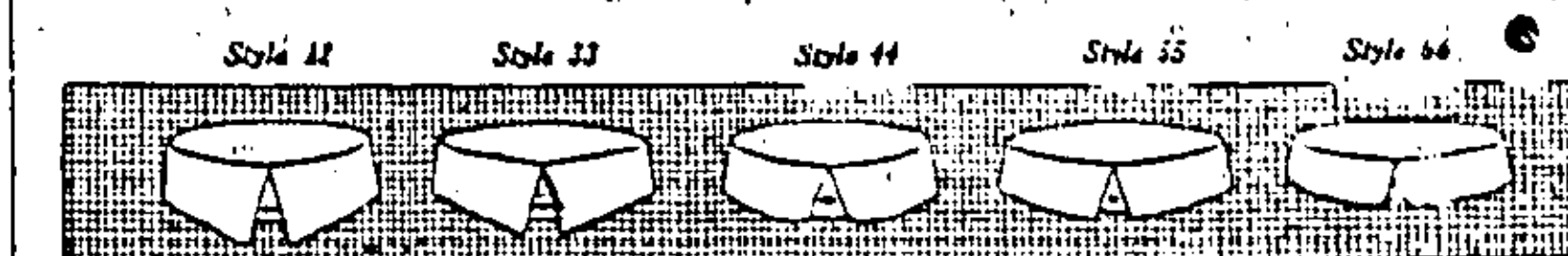
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H.K. Bank	\$1,130 buy.
Do., London	2128 nom.
Chartered Bank	2321 buy.
Merchants Bank, A.B.	2321 nom.
Do., C.	214 nom.
P. & O. Bank	210 nom.
East Asia Bank	372 nom.
Canton Insurance	\$590 buy.
Union Insurance	\$299 buy, 300 sa.
North China Ins.	71s. 143 buy.
Fangtze Insurance	\$464 buy.
China Underwriters	\$240 sel.
China Fire Insurance	\$215 nom.
Hong Kong Fire Ins.	\$680 buy.
Dongkows	\$404 sel.
Steamboats	\$222 sel.
H.K. Tugs	\$230 buy.
Indo-China (Pref.)	\$30 nom.
Do. (Ord.)	\$48 nom.
Shanghai Steamship	\$57 nom.
Waterboats	\$173 nom.
Benguet	\$24 nom.
Kailan Mining Ad.	\$26 nom.
Langkato (combined)	\$12 buy.
Do. (single)	\$10 buy.
Shan. Explorations	\$12.285 buy.
Shanghai Loans	\$110 buy.
Banks	\$4 buy.
Tongch Mines	\$276 buy.
H.K. & K. Wharfs	\$1294 nom.
H.K. & W. Docks	\$39 buy.
China Provident	\$430 buy.
Hongkows	\$163 buy.
New Engineering	\$12.5 nom.
Shanghai Docks	\$24 buy.
Ewo Cottons	\$7.10 buy, 74 sel.
Oriental	\$156 buy.
Shanghai Cottons (old)	\$44 buy.
Do. (new)	\$22 buy.
H.K. & S. Hotels	\$32 buy.
H.K. Lands	\$65 nom.
Shanghai Estate	\$18 buy.
Hampshire Estate	\$14 buy.
Hong Kong Realities	\$7.30 buy.
H.K. Territorials	\$11 nom.
H.K. Tramways	\$23.90 buy, 23.80 sa.
Peak Tram (old)	\$14 sel.
Do. (new)	\$7 sel.
Star Ferries	\$53 buy.
China Lights (comb.)	\$14.20 buy.
Do. (old)	\$103 buy.
Do. (new)	\$77 buy.
H.K. Electric	\$4631 buy, 834/4/64 sa.
Macao Electric	\$54 buy.
Telephones	\$4 buy.
China Buses	\$12.63 nom.
Singapore Tractors	\$11.8 buy.
China Sugars	\$94 sel.
Malabar Sugars	\$271 nom.
Canton, Ice	\$22 buy.
Cementa (combined)	\$24 buy.
Do. (old)	\$1 buy.
Do. (new)	\$1 buy.
H.K. Boreas (old)	\$40 buy.
Do. (new)	\$1 buy.
United Asbestos	\$10 sel.
Dairy Farms	\$17.55 buy.
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Lane Crawford	\$34 buy.
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Electric	\$72 buy.

(Continued at foot of next column.)

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HONG KONG.

"IN FAITH GO FORWARD."

PRIZE DAY AT ST. STEPHEN'S GIRLS' COLLEGE.

BISHOP OF VICTORIA'S ENCOURAGING ADDRESS.

MRS. LUARD DISTRIBUTES AWARDS.

"In faith go forward" is the motto of the St. Stephen's Girls' College, and those who heard the annual report presented at yesterday's speech day, could not fail to admire the advance made by this institution during the past year in spite of the many difficulties which the college had to face.

In the absence of Lady Clementi, through indisposition, Mrs. Luard, wife of Major General C. C. Luard, C.B., C.M.G., distributed the cups and certificates to the successful candidates.

Among these present yesterday in the main hall of St. Stephen's Girls' College were the Rt. Rev. C. R. Duppuy (Bishop of Victoria), Sir Robert Ho Tung, Mrs. C. C. Luard, Mr. A. E. Wood (Director of Education), Miss Griffin, Miss Cooper, Mr. Lee Kan Yan, Mrs. Blanchett, Mrs. Ching, Mrs. Finigan, Dr. W. B. Pearce, Rev. N. V. Halward, Rev. W. T. Waldegrave, and Mrs. Cheung.

School Concert.

Before the awards were distributed the students entertained the visitors with songs and scenes from "Julius Caesar" and "The Water Babies," in which they showed much dramatic skill. The full programme is appended:—

School Hymn: Upper School.

Songs: Upper School: (a) "Ripple On" (C. H. H. Parry); (b) "Londonderry Air" (E. J. Moeran); (c) "The Jolly Carter" (E. J. Moeran).

Songs: Kindergarten.

Scene from "Julius Caesar": Julius Caesar (Tao Lai Ki); Calpurnia (Diana Ho); Decius (Kwok Pui Chee); A Sergeant (Wu Lai King).

Piano Solo: Olga Surh.

Scene from "The Water Babies": Mrs. Bedonkohe (Mary Bragg); Mrs. Doan (Dorothy Weller); Queen of the Fairies (Caroline Bragg); Tom (Eva Thomas).

Drill Display (Form VII).

Songs: Lower School: (a) Folk Song "Mowing the Barley"; (b) "Cradle Song" (Schubert).

Headmistress's Report.

Miss E. S. Atkins acting principal of the college, then read her report.

The Headmistress in her report after a sympathetic reference to the illness of Lady Clementi and a welcome to Mrs. Luard, said that the Associated Schools suffered a great loss in May when Miss Middleton-Smith was ordered home owing to ill-health. She is glad to be able to say that she is already feeling the benefit of the rest and change, and we hope she will soon be quite strong again. The school owes her a great debt of gratitude and it was with no small degree of trepidation that I took up the work after she left. However, supported by a very able Council and a loyal and efficient staff, I am able to report a very satisfactory and happy year's work.

Standard of Work Maintained.

The results of the University Examinations show that the standard of work has been well maintained. Both the Matriculation candidates entered for the examination, passed, while eight out of the twelve Senior candidates passed, one with distinction in needlework.

Of the seventeen candidates entered for the Junior, twelve passed, one with distinction in history, Scripture and music, two others with distinctions in music and three with distinctions in needlework. Classes in Chinese from the Kindergarten to Matriculation standard are held in the afternoon under the supervision of Mr. Lo Kwan Sheung, assisted by a large Chinese staff; all but one of the University examination candidates having been examined in this subject.

We were visited by the Inspector of English Schools in October and were helped and stimulated by his kindly criticism. The Medical Officer of Health, Dr. Minetti, gave us a satisfactory report.

Physical Culture and Games.

There has been increased keenness shown by the girls for physical culture and games, and drilling has been introduced into the Upper School. The new tennis court has been built, towards the making of which Mr. Woo Hay Tong most generously made us a gift of \$500. The court has already been much used.

Building Extensions.

Plans are going forward for the building of part of the extension wing, as we urgently need more class room accommodation in the verandah side of the school and a science room in St. Stephen's. The demand for the teaching of science is growing and as more of our girls pass on to the University we want to prepare them more adequately for the higher work which they

must undertake there. The equipment of a science room is an expensive matter, but I can confidently appeal to the generosity of parents and friends to help us in this matter.

We are planning at present to build two storeys only, as funds will not permit of more, but as fresh needs arise, so we know that we may count in the future as in the past on the generous support of our many kind friends to supply these needs.

Missionary Spirit.

The missionary spirit in which various forms of social service have been undertaken by our girls has steadily increased. Following up their work in the summer vacation schools, the girls who had volunteered to teach decided last Chinese New Year to establish a free school for these poor children, and ever since they have voluntarily given up time twice a week on their half holidays to teaching these children gathered out of the streets, the first rudiments of reading and writing, the elementary rules of hygiene and the wonderful story of the Gospel.

Besides this they visit them in their homes and during the last summer vacation they had over 100 children in the school. This new venture is in addition to the classes for amahs which have been carried on for a great many years and are now run by some of our old girls who come back on Tuesdays and Fridays to serve their people in this way for Christ's sake.

In Faith Go Forward.

The weekly visits to the Government Civil Hospital and to the Prison have continued and interest is often awakened in individual cases.

Our annual sale of work was a great success, our profits being greater this year than ever before. So that besides sending a substantial cheque to the M.C.C.L. Funds, we were able to give help to schools and hospitals in Yunnan and Peking, to the repairs of churches in Linchow and Yumati, to the Industrial School in Kowloon City, the Door of Hope in Canton, and other institutions in Hong Kong.

Our thanks are due to the members of the S.S.G.C. Alumni Association for their help on that day and to the untiring and enthusiastic efforts of all in both St. Stephen's and Fairlie who helped to make the day a success.

We had hoped this year to have a united Speech Day for the Associated Schools of St. Stephen's and Fairlie, but, big as this hall is, it is far too small to hold all the students and the many friends and relatives we are so glad to welcome here, and so we decided to have separate functions, and to-morrow, Mrs. Cheung, the Headmistress of Fairlie, who has this year been well seconded by Mrs. Cooper, will present a report of the work in the vernacular side of the school. We hope that many of you will be able to be present.

In conclusion I would once again like to pay a tribute to the work of the members of the staff, both Chinese and British. It is a great pleasure to report that four of our past students are teaching in the school. There has been a good deal of sickness among the staff this last term, and I would like to take this opportunity to thank Miss Pim, kindly lent to us by the Kwangsi-Hunan Mission, and Mrs. Ware for so splendidly coming to our rescue at very short notice.

At a time such as this when troubles surround us, and many schools in China have had to close down, it is a matter for great thankfulness that we have been able to carry on our work in peace and quietness, and strong in the belief that God has called us to this work we can look forward with calmness to the year ahead of us, and in the words of our School motto "In faith, go forward."

The Bishop of Victoria (Dr. C. R. Duppuy, D.D.) in his speech said:—

I would like to take up those words which Miss Atkins concluded—the words of your school motto—"In faith go forward."

I have been away from this place nine months and the prevailing impression in my mind as I return is that in spite of difficulties—in spite of grave difficulties—substantial progress is being made.

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I felt this before I read your school report—when I realised that while I have been away a new Chinese Church has been built at Kowloon, a substantial Church Hall has been erected in Canton and St. Paul's Girls' College has been completed and is in occupation.

And now having listened to your school report I feel the same thing. As Chairman of your College Council I know you have had real difficulties—not a few this past year—Miss Middleton-Smith has had to go home ill and since then no less than three members of the staff have been in hospital. But in spite of these and other difficulties there has been progress as your examination results testify, as the building projects you have in hand testify, as the developments you have before you for improving your scientific equipment testify, and as, what to me is hardly less important than examination results, the growing spirit of social service among you testifies. I class the cultivation of social service very high in any school curriculum. And if to-day I cast my eyes back over the seven years I have known this school—there has been progress amid difficulties all along the line—amazing progress.

A Hostel For Women Wanted.

"In faith go forward" that is the challenge that rings in our ears to-day.

There is one special piece of work I myself would like to see carried forward at an early date—that is the provision of a permanent building for St. Stephen's Hall as a hostel for women students attending the University. When I was in England I had £50 (say \$500) given me towards this purpose. The gift by itself can effect nothing but if it calls forth other gifts it will not have been in vain. I remember only a few years back the girls of this college were knocking at the University doors asking for admission. The doors of the University then were closed to women. Now they are open and a number of old girls from this College represent you there. St. Stephen's Hall has been opened. In a sense it is a child of St. Stephen's Girls' College. It would make this Speech Day memorable indeed if benefactors were to come forward and give a substantial lead for the carrying out of this so important a project. In faith go forward—that is the challenge that I would leave ringing in your ears as I sit down.

And now Mrs. Luard in the name of the College Council and of the girls and of all present I know I can offer you a most hearty welcome to our midst and I will ask you kindly to present the cups and certificates.—(Applause.)

MRS. LUARD'S CONGRATULATIONS.

Before distributing the cups and certificates, Mrs. Luard said that she was very sorry that Lady Clementi would not be with them, as she would very much prefer to hear Lady Clementi speak than to do so herself. However, they were glad to see the news that Lady Clementi was making rapid progress and would soon be quite well again.

Mrs. Luard said that she was a poor speaker, but knowing as she did that the chief characteristic of the girls of the St. Stephen's College was "kindness," she would therefore ask them to be kind to her and let her off with a short speech.

Everyone knew, Mrs. Luard continued, what a wonderful personality Miss Middleton-Smith has and was sorry that she had had to go home on account of sickness. She expressed the hope that before long, Miss Middleton-Smith would be able to rejoin the College.

Continuing, the speaker said that she felt the greatest admiration for the work of the girls of St. Stephen's College in teaching their poorer brothers and sisters during the summer months, and also for holding classes for amahs. The girls' visits to hospitals and the prison were acts of kindness which must have done much good to the many unhappy individuals.

As an official of the Ministering Children's League, I thank your girls gratefully for contributing over \$1,800 towards our funds. (Applause.) I have enjoyed the concert and acting this afternoon, and I must congratulate the clever pupils for having passed their examinations. I wish you all prosperity and success in your studies," concluded Mrs. Luard.

The Awards.

The cups and certificates were then distributed. The successful candidates were:—

MATRICULATION:—Li Luk Wa (scholarship cup), Tao Lai Ki.

SENIOR:—Phoebe To (scholarship cup and distinction in needlework), Eva Chan, Diana Ho, Irene To, Tao Dan Chow, Lee Mei Yik, Pansy Shaw, Ellen Tao.

JUNIOR:—Chey Oi Chee (scholarship cup and distinction in history, needlework and Scripture), Chan Yuk Sin (distinction in needlework), Daisy Ho (distinction in music), Kwok Wai Fan (distinction in needlework), Chan Shuk Hang (distinction in music and needlework), Au Yuet Hang, Chan Wai Lan, Cheng Mei Hing, Kwok Pui Chee, Lee Pui Yew, Olga Surh, Yoke Yuk Ming.

ESSENTIALS ON SOCIAL SERVICE:—Senior, Li Luk Wa; Junior, Esther Lyen.

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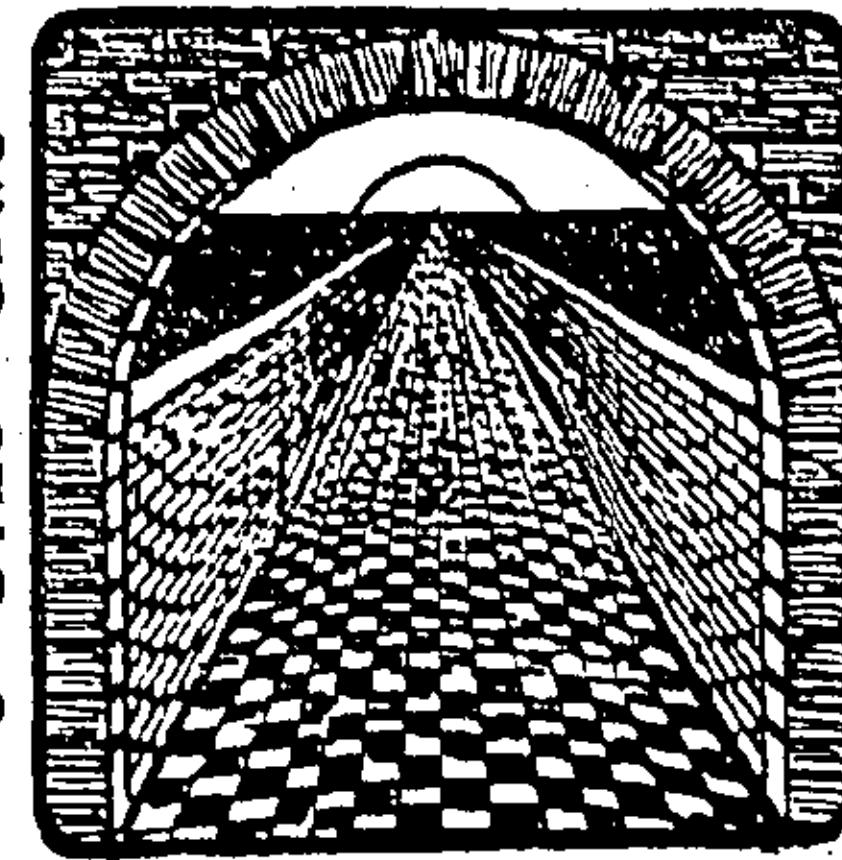
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YESTERDAY'S CASES.

[BY NOTEBOOK.]

A number of women claimed that they were having a birthday party when the police entered their premises and arrested them on a gambling charge. Several preferred to stay away from court and forfeit their bail. Banishee Wong, according to his own story, was doing well in the country, but in visiting Hong Kong he overlooked the possibility of being found out even after fourteen years.

A BIRTHDAY PARTY.

Nine Chinese women were caught gambling in a raid carried out by the police on Monday night. When the officers entered the premises, the party abandoned their card game and while some sought to slip through the door others pulled quilts over their heads and pretended to be asleep.

Five of the offenders appeared before Major C. Willson to answer a charge of gambling. One of the women said she was celebrating the birthday of her month old baby; another stated that she was there to offer her congratulations to the nappy mother; a third woman claimed that it was a different game to that described by the police.

His Worship fined four of the women \$5 each and discharged the fifth.

ABSENT FOR 14 YEARS.

Wong Chi was charged with disobeying an order of banishment. The defendant's record, produced by Sub-inspector Vincent, showed that he served six weeks in 1912 for stealing and was banished for five years. He returned the following year and received six months' gaol, after which he was banished for twenty years.

The Magistrate (Mr. R. E. Lindsell) enquired how the man was arrested, as surely no one could recognise him after fourteen years. A police officer explained that the man was arrested on information received by a Chinese constable.

Defendant, who said he believed his term of banishment was for ten years, was asked why he was waiting another four years before returning. He answered that he took up farming in the country and was doing so well that he intended to stay away for good, but he was forced to leave his farm owing to molestation from bandits.

Sentence of six months' hard labour was passed.

A DESTITUTE'S FLIGHT.

Before Major C. Willson at the Central Magistracy a foreigner named Carl Spender was charged, with being found in the Colony without employment and no visible means of support.

Sub-inspector Elton said that Spender had previously been in the House of Detention and was sent to gaol for a short period for absconding himself from the House. He was apparently a decent fellow and had himself asked to be sent back to the House as he realised that that was the only means by which he could find employment.

The Magistrate made the order for Spender's return to the House of Detention.

FICTITIOUS LABELS.

A charge of being in unlawful possession of 320 false opium labels was brought against a Chinese before Mr. W. Schofield at the Kowloon Magistracy.

Evidence of the seizure was given by Revenue Officer J. Brown, who stated that when he raided No. 33 Argyle Street, on Sunday night, he found the defendant washing a number of opium pots, while on a bed witness found three packages containing the labels.

The defendant denied that he lived at the house and his Worship adjourned the case until to-day for witnesses to be called for the defence.

(Continued on next Column.)

HOME LEAVE.

MRS. JUSTICE WOOD AND SIR JOSEPH KEMP.

It is understood that Mr. Justice J. B. Wood (Puisne Judge) and Sir Joseph Kemp, K.C. (Attorney-General) will be going on Home leave at the end of April.

During the absence of Mr. Justice Wood, the position of Puisne Judge will be taken by Mr. P. J. Jacks, who filled this office when Mr. Wood was acting Chief Justice during the absence on leave of Sir Henry Gollan. Mr. Jacks is at present at Home, but will have returned to the Colony by the end of April.

The post of Attorney-General will very probably be filled by Sir Henry Pollock, who has acted in this capacity on previous occasions.

Mrs. J. B. Wood, it is understood, is proceeding home early in March, on the P. & O. s.s. Macedonia. Lady Kemp is now in England.

CONSTABLE'S ALLEGED CRIME.

A Chinese married woman appeared as the complainant at the Kowloon Magistracy yesterday when a Chinese constable was charged with the theft of an electric torch from a man at the Shamshuipo ferry early on the morning of January 3rd.

It was alleged by the prosecution that the defendant, after searching the man, took the electric torch which belonged to the complainant, who had gone to the wharf to see the man off. It was further alleged that when the woman made a request for the return of the article, the constable refused to comply.

The defendant was remanded until Friday morning on bail of \$500.

ARMS AND AMMUNITION CASES.

At the Kowloon Magistracy before Mr. W. Schofield and Major C. Willson, the Chinese master of a fishing junk and his juki were sentenced to three years' hard labour for having in their possession three Lunar pistols and 322 rounds of ammunition. The contraband was found hidden under some boards on the starboard side of the junk.

AN AMERICAN OFFENDER.

R. D. Thompson, a carpenter on the s.s. President Jefferson, was found to be in possession of two revolvers and 188 rounds of ammunition. These were in his cabin.

Defendant admitted possession, and said that he had had the arms and ammunition for over three months. He did not think it was necessary to obtain a licence from the Captain Superintendent of Police, as he was not lying in the Colony.

The Police said that they were not pressing the charge, and thought that the defendant could be dealt with by one magistrate. The case was then accordingly taken by Mr. W. Schofield, who imposed a fine of \$250 with the alternative of three months' hard labour.

AN ALLEGED DEAL.

A Chinese was arrested as a result of smart police work at Shamshuipo. The man was charged yesterday with being in possession of 14,100 rounds of ammunition.

According to the police it appeared that information had been given of a deal in which defendant participated. The police went to Shamshuipo and there they found an unnumbered junk. There was no one in the junk, so the police hid themselves and waited. After some time, another junk came along, supposedly to buy the ammunition. This junk also waited until a third craft came into sight with the goods on board.

The police intervened with the result that the defendant was arrested.

Mr. D. McCallum appeared for the defendant and the case was set down for hearing on January 20th.

THE \$10,000,000
PUBLIC LOAN.

NO RUSH TO SUPPORT IT.

PUBLIC MEETINGS FOR
BIDDEN.IRONSIDES DRIVEN OUT OF
KWANGTUNG.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, January 17th.

The proposed \$10,000,000 loan from the merchants and bankers, which was to have set the Government on its feet, stabilised the currency of the Central Bank and started the urgently needed work of rebuilding the devastated area hit by the fire. The trading community is not enthusiastic and nothing is being done although the Authorities declare that they are willing to offer as security the 2 1/2 per cent. additional Customs duty now being collected and the special petroleum oil tax of two dollars on each case of 10 gallons. These two taxes give monthly receipts of about \$300,000, when properly administered.

Perhaps it is unfair to say that nothing is being done—a committee has been appointed to negotiate for a loan. It consists of General Fung Chok Mang, Commissioner of Finance; Mr. Chu Chao Hsin, Commissioner for Foreign Affairs; Mr. Wong Lung Shang, manager, and Mr. Tang Shiu Yum, assistant manager, of the Central Bank; and Mr. Luke Chiu, Commissioner of Industry.

There is a constant demand for the redemption of notes on the Central Bank of China by people of small means who wish to raise some cash for their New Year holidays, but up to date they have not received. There is a hope that just before the New Year, an effort will be made to redeem a very small sum; but those responsible for the maintenance of peace and order fear that a rush for redemption will create disturbance.

Many Canton builders and contractors are interesting themselves in the proposed development of Kwangsi Province now that there is a lull in the civil warfare which has been going on for the last two years. Two thousand miles of highways are promised and a university at Wuchow. Four university buildings will be erected forthwith and Cantonese contractors are being invited to submit tenders.

CONSOLIDATING THE MILITARY POSITION.

Reports from the 11th Army (Kwangsi) claim that Chang Kai-shek's 4th Army is now out of Kwangtung. General Chen Ming-shue power has been firmly established at Swatow. General Chen is working in alliance with General Li Shui Hsun in the "anti-red" campaign notwithstanding rumours to the contrary.

An order has been issued by the Canton Authorities prohibiting all labour and public demonstrations until further notice. During the next few days Canton will be free from meetings and propaganda through party newspapers.

IN SHAMEEN.

The Shameen Swimming Club will hold its annual meeting on Friday at the Canton Club. The report of Mr. U. Svalinger, Chairman, to the shareholders states that the balance available at the end of December, 1927, was \$1,007.17. After paying off \$790, there will be a balance of \$215.17 to carry forward to the 1928 account. The Club held several galas during 1927. This year the bath will be repaired. The entrance fee will henceforth be \$25, and the Committee will also propose a new rate of subscriptions.

AUXILIARY POLICE.

The Canton Authorities have granted 250 rifles to local street committees for the arming of the newly formed body of district watchmen. Some 17 wards have so far organised such units. The watchmen are to be supervised by the Police, but the firms and owners of houses in the respective districts will maintain them. In some streets like the Wing Hon Malco, as many as 31 watchmen have been engaged. The Police authorities have promised to give the watchmen some sort of drill and instruction in their duties.

(Continued on next Column.)

THE TRAFFIC COURT.

A HEAVY LIST THIS WEEK.

PEDDER STREET MISHAP.

Among traffic cases heard by Major C. Willson at the Central Magistracy yesterday was a charge of reckless driving against the Chinese driver of public motor car No. 1. He was further charged with failing to report his change of employment under the conditions of his licence.

Mr. H. F. Bunje said that, on January 6th, his car was leaving the stand in front of the Hong Kong Hotel to turn in the direction of Queen's Road. Defendant's car came up from behind, travelling at a speed of about 25 miles an hour, and ran into witness' car, damaging the bumper and left hub cap, and carrying the vehicle forward for some distance. Witness added that the cost of replacing the bumper and hub cap amounted to \$12.

Mr. B. Pasco, of Messrs. Brewer and Company, stated that he saw the accident while he was standing in front of his shop. Corroborating Mr. Bunje's evidence, witness said that he estimated the speed of defendant's car at between 20 and 25 miles an hour.

After hearing further evidence, the defendant, who had had a previous conviction for passing a stationary tramcar, was fined \$20. He was fined a further \$5 for failing to report change of employment.

MAIL VAN DRIVER'S OFFENCE.

The driver of a Post Office mail van was summoned for speeding and he admitted the offence.

Major Willson: A Post Office van? I hope you are not claiming the privilege of the Royal Mail.

Sgt. Hopkins stated that defendant was driving at between 22 to 25 miles an hour along Queen's Road at an hour when the road was crowded with Naval Dockyard workmen returning home.

IGNORED THE BEACON.

In supporting a charge of dangerous driving against the Chinese driver of a private car, Sergeant Hopkins stated that the defendant approached the beacon light at the Pedder Street junction from the direction of Lane, Crawford's, and instead of going round the signal he cut in between two other cars which were, then in Chater Road waiting for a tram-car to pass.

Defendant pleaded guilty and was fined \$10.

OTHER CASES.

The driver of a public motor-car admitted speeding in Queen's Road East on the morning of January 8th and had to pay a penalty of \$20. It was stated that he was doing 25 miles an hour.

Nineteen public car drivers were fined for causing obstruction in Chater Road, Pedder Street, Connaught and Queen's Roads.

JOURNALISM UNDER
DIFFICULTIES.

Owing to labour strikes and the recent proscription of the Printers' Union, the publishing and news-paper business has not been at all successful this last year. Canton once boasted more than 40 newspapers, and the civil wars and political crisis were fully reported in excellent sales being which directly or indirectly effected Canton. Since the Kuomintang policy of allowing their own party papers only has been enforced the number of Canton newspapers has shrunk to less than ten, and none of them is printing 5,000 copies or issuing more than eight pages.

Now-a-days, Canton people depend on Hong Kong Chinese newspapers to enlighten them on affairs both inside and beyond Canton. News agencies and correspondents in Canton send most of their information to Hong Kong papers. Frequent interruption of the local telegraph service had made it difficult for Canton papers to get news by wire.

CLAIM AGAINST A MOTOR VESSEL.

CHIEF JUSTICE FINDS FOR PLAINTIFF.

NECESSARIES FOR A VESSEL SUPPLIED ON THE SECURITY
OF THE VESSEL.

Judgment was given yesterday in the Supreme Court by the Chief Justice in the case in which Ching Wen Hsu, living at the Tung Shan Hotel, Connaught Road West, sued the motor vessel *Julia*, at present lying at Yaumati Typhoon Shelter, for \$6,147.50, being the price of necessities supplied to the vessel between the months of January and March, 1927. The case was heard on January 6th and involved important questions of jurisdiction.

The plaintiff was employed by a former Peking Government in charge of the Meteorological Observatory at the Pratas, but salary and expenses due to him were not paid and he claimed that the motor boat, which was part of the Observatory equipment should be sold to meet the claim. The China Coast Guard Administration opposed the application, but the Chief Justice found for plaintiff.

Mr. C. G. Alabaster, K.C., instructed by Mr. J. A. Gordon Leach, was for plaintiff, and Mr. F. C. Jenkin, instructed by Mr. G. S. Hugh Jones, was for defendants (the National Coast Guard Administration Department of the Chinese Government).

THE JUDGMENT.

Delivering judgment, the Chief Justice said:—

The plaintiff in this action is seeking to recover the sum of \$6,147.50 in respect of repairs done, and necessities supplied, to the *Julia* between the months of January and March, 1927.

The judgment then set out particulars of the claim, the biggest in dividend amount of which was for \$3,500 paid to the Kwong-Fat Co. in respect of demolishing and replacing the superstructure of the ship, and also providing water tanks for her. The remainder of the claim comprised various amounts which were paid out for firms and in respect of crew's wages, advances to Captain Shen, etc.

Necessary Expenditure.

Continuing, His Lordship said that Mr. Jenkin, who appeared for the defendants, did not challenge the propriety or character of this expenditure as being necessary, though he did comment on the absence of vouchers; but this objection is, in my opinion, satisfactorily met by plaintiff in his evidence. The plaintiff stated that in July, 1925, he was sent by the Coast Guard Administration of the Peking Government to Pratas with orders to construct a Meteorological Station there; and that from July, 1925, to March, 1927, he was in charge of the Station at a salary of \$800 per month. The expenses of the Station were financed in the following manner. Sometimes in the year 1925, the Peking Government ordered the Maritime Customs to make payments to the Coast Guard Administration in Shanghai for the purpose of meeting the Pratas Station expenses; and the Customs Authority went on making payments for this purpose to the Coast Guard Administration functioning in Shanghai in spite of the fact that the official affiliations of that administration varied more than once with the changes, created by one Revolutionary party driving out the other from the control of the City of Shanghai.

The plaintiff also stated that he collected some revenue in respect of licences issued locally; and as a matter of fact possession of the *Julia* was acquired for the purpose of the Pratas Station through the alterations made in the terms of a licence issued to a Japanese vessel, the name of *Matsushima*, which was to fish in Pratas waters. The licence originally agreed to pay at the rate of \$12,000 per annum for a period of five years; but this payment was reduced to \$2,500 per annum in return for the transfer of the *Julia* to the Pratas Station.

No Salary Received.

The method of accounting by the plaintiff was for him to send monthly to the Coast Guard Administration at Shanghai a statement of the payment made, and the liabilities incurred, during the previous month; and then the Coast Guard Administration would make a remittance to him. But according to the plaintiff, he never drew any salary during the whole time he was at Pratas with the exception of a sum between \$100 and \$200 for living expenses, and the Coast Guard Administration remittances were never in fact sufficient to meet all outstanding liabilities. Finding that it would be convenient to do so, the plaintiff on October 9th, 1925, opened, in his own name, an account with the Hong Kong Branch of the Hong Kong and Shanghai Bank by means of a Telegraphic Transfer for \$13,500 sent by the Coast Guard Administration; but the plaintiff said that at least \$6,000 of this amount was due to him for salary; and the balance represented repayment of disbursements previously made by him on behalf of the Pratas Station. Furthermore, the plaintiff went on to say that in order to carry on his work he had to make a payment of \$4,500 on February 3rd, 1926, into the account out of his own money; and also to raise on loan a further sum of \$5,000 in December, 1926, which he expended for the purposes of the Pratas Station.

As a result of this matter of financing the Pratas Station, the plaintiff said that he was on January 31st, 1927, a creditor

against it to the extent of \$7,738.55, in February, 1927, to the extent of \$9,890.11, and at the end of March, 1927, when his connection with the Station ceased, his claim against it amounted to \$12,755.55.

Plaintiff Succeeded.

He admitted, in cross-examination, that the amounts that go to make up his *Julia* claim appeared in the accounts submitted to the Coast Guard Administration for January and February, 1927, that he kept a running account with the Administration, and that he looked to them for payment of the amounts owing to him; and that even in the last account furnished to that Administration and dated March 30th, 1927, he claimed against them for these amounts, including expenses incurred in respect of the *Julia*. The only other facts to which attention needed be called are that after one of the revolutionary changes at Shanghai a Mr. Ho Chuan Tse appeared sometime in the beginning of April, 1927, armed with an order from the head of the Coast Guard Administration, then functioning at Shanghai, dismissing the plaintiff from his office as Director of the Meteorological Station at Pratas, and directing him to hand over all accounts and all records and documents, as well as the *Julia*, to Ho Chuan Tse, which the plaintiff accordingly did on the promise, as he alleges, of the former, that the indebtedness of the Coast Guard Administration to the latter would be discharged.

Submissions By Defence.

No evidence was called for the defence, and on these facts Mr. Jenkin, on behalf of the defendants made two submissions.

The first was that on the authority of the case *The Mogilev*, the plaintiff had elected to look to the owners of the ship solely for payment as disclosed by the course of business between plaintiff and the Coast Guard Administration and that the latter had consequently lost his right to sue against the ship. The second was that the plaintiff had not proved his case and his evidence was in the main, not supported by documentary evidence such as was to be looked for.

To deal with the second submission first, I think the plaintiff has given satisfactory evidence in support of his claim, and also a complete and unchallenged explanation of the alleged documentary evidence. He had all the necessary vouchers and handed them over to the representative of the Coast Guard Administration on their orders. I apprehend that if there had been anything suspicious about these documents they would have been produced by the defendants. The plaintiff asked for their production, and Mr. Jenkin replied that he did not produce them, a fact which should certainly not be available against the plaintiff.

It should further be mentioned in justice to him that he did produce certain cheques which he stated represented payments in respect of the necessities supplied to the *Julia* and claimed for in this action.

Necessaries Supplied On The Credit Of The Ship.

As regards the first point raised for the defence, it appears to me that the case of *The Mogilev*, supra, relied upon by Mr. Jenkin is, if correctly considered, clearly in favour of the plaintiff.

It is also clearly established by the authorities that necessities supplied to a ship are *prima facie* presumed to have been supplied on the credit of the ship, and the person who furnishes the money to provide necessities is in the same position as the person who actually supplies the necessities.

Continuing, His Lordship said, it appears to me that merely including his claim against the *Julia* in his monthly statement of accounts that the Coast Guard Administration could not have interfered with his right to maintain an action in debt if the Administration had been a private person or body. As an officer of the Coast Guard Administration it presumably was the duty of the plaintiff periodically to furnish accounts of his own expenditure to his official superiors, and in pursuance of that duty he included his claim for monies supplied for the benefit and support of the *Julia* in his monthly statement.

(Continued on next Column.)

DR. LOVETT CUMMING.

DEATH IN SHANGHAI.

FORMERLY MEMBER OF
HONG KONG FIRM.

Hong Kong residents will hear with very great regret of the death of Dr. H. Lovett Cumming, which occurred in Shanghai last Friday.

Dr. Lovett Cumming had only just returned to Shanghai from a visit home, but unfortunately soon after arriving he developed pneumonia, and in spite of all that could be done, death supervened.

On his way through, about a week or so ago, Dr. and Mrs. Cumming spent a brief time in Hong and renewed acquaintance with many of their friends. It was in 1915 that Dr. Cumming first came to the Far East, joining the Hong Kong firm of Drs. Harston, Marriott and Black, but a little more than a year later he went to Shanghai and set up his own practice, attaching much popularity and being regarded as a man of much ability.

Although a resident of Shanghai for a comparatively few years, Dr. Lovett Cumming had had a great experience in the East, says the *N.C. Daily News*. For some time he was at Singapore, and there, so far as we are able to state, did important work in connection with researches into the origin and treatment of malaria. Coming to Shanghai he soon became one of the best known medical men, and took an active part in the life of the community. He served on the Committee of St. Andrew's Society, where he was a specially valued member, and had been active in many other directions until his departure for home last year.

The late Dr. Henry Lovett Cumming was born in 1878 in Glasgow. During the war, he served for a year in the R.A.M.C. and during 1917 and 1918 was attached to the "Persian Medical" Board. His medical degrees were London: *deg. hon. M.D.*, Ch. B., Edin. D.P.H., D.T.M. and H. Camb. He was a keen Freemason, holding high office under the Scottish Constitution.

Much sympathy will be felt for the widow in her sudden bereavement.

ROBBERS' SUCCESSFUL
RUSE.A CHINESE DOCTOR GETS
DECEIVED.

Kind treatment failed to make certain Chinese honest with regard to the all important business of raising funds for the New Year. A Chinese physician unwisely admitted three fellows who visited him at his house in Shanghai Street, Yaumati, on Monday night with the specious excuse that they had come to rent a cubicle.

After smoking some opium provided by their host, the men produced a revolver and tied up the physician. They got away with property worth over \$100.

For Plaintiff.

I think I should be going too far to hold that because the plaintiff primarily looked to the Coast Guard Administration for payment, and included in the monthly accounts, it was his duty to furnish to his official superiors his claim for money expended for necessities for the ship, his *prima facie* right to sue in *rem* has been displaced.

I therefore find for the plaintiff for the amount he has claimed in the action, with costs.

There is one other matter to which I must shortly call attention. The writ in this action was issued on June 10th, 1927, and appeared on behalf of defendants was only entered on July 5th, 1927, under protest; and by notice of motion, dated August 9th, 1927, the defendants applied to set aside the writ of summons, the warrant of arrest in the action, on the ground that the Court had not jurisdiction therein. The time for bringing on this motion was, on the application of the defendants, extended, by order of November 22nd, 1927, until December 10th, 1927, but the motion was brought to a hearing and no point as to the jurisdiction of the Court to entertain this action was raised by the defendants at the hearing. In these circumstances, I do not propose to say anything more on this particular aspect of the case.

Further Application For Sale Of Vessel To Be Made.

Mr. Alabaster, applied for an order of the Court with regard to the sale of the *Julia*, a motor launch belonging to the Chinese Government, which is now lying in the Hong Kong Harbour.

His Lordship replied that Mr. Alabaster could make application with regard to this matter in Chambers in a fortnight's time, as in the meantime some money might be paid.

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NEW ADVERTISEMENTS.

U.S.R.C.

THERE will be an EXTRAORDINARY GENERAL MEETING of the MEMBERS of the Club on MONDAY, the 20th JANUARY, at 8.00 P.M., to confirm the Resolution passed at the Meeting held on JANUARY 10th.

F. CHARLES, Captain,
Hon. Secretary. [5792]

NOTICE

MONIES up to \$100,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

Apply—Messrs. DEACONS, Prince's Buildings. [5791]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on THURSDAY, the 20th DAY of JANUARY, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at New Kowloon in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1928, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's King, for one further term of 25 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measure	Locality	Contents in square feet	Annual Rental	Upset Price
1	As per plan	New Kowloon Inland Lot No. 11111	3,280	16	3,280
2	As per plan	Adjoining New Kowloon Inland Lot No. 11112	16	16	16

HONG KONG ST. ANDREW'S SOCIETY.

BURNS DINNER.

25th JANUARY, 1928.

MEMBERS desiring to be present at the above are requested to notify the undersigned as soon as possible.

E. M. BRYDEN,
c/o LOWE, BISCHAM & MATTHEWS. [5791]

HELENA MAY LADIES' GYMNASIUM CLASS.

LADIES interested in Gymnastics Games and Country Dancing are invited to join the above Class held at the Helena May Institute on FRIDAY, at 8.30 P.M. Fee \$5 for successive classes. The Class is directed by Miss SIGGINS. [5794]

FANLING HUNT STEEPLE-CHASES.

SATURDAY, 21st JANUARY, At 3 P.M.

ADMISSION to Public Enclosure \$1.00. Ladies Free. Admission to Subscribers' Enclosure on production of Badge only. Subscribers can introduce Two Ladies Free, and Two Non-members at \$5.00 Each.

Cars parked on the Recourse: \$5.00 Each. Free parking arranged off the Course.

Tickets obtainable from Dr. V. PIERCE GROVE, ALEXANDRA BUILDINGS.

SPECIAL TRAINS—Return Fare: 1st Class, \$1.60; 2nd Class, 90 Cents. TRAINS leave Kowloon: 2.00 P.M. Returns: 6.00 P.M. [5793]

THE HONG KONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATTHEWS & CO., LTD., on THURSDAY, 27th FEBRUARY, 1928, at 12.30 P.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December, 1927.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 27th FEBRUARY, 1928, to THURSDAY, 27th FEBRUARY, 1928, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Ho K'ong, 10th Jan. 1928. [5770]

INTIMATIONS.

TO LET.

A FLAT in HUMPHREYS BUILDING, Kowloon. Apply to:—
HUMPHREYS ESTATE & FINANCE CO. LTD.,
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FLATS TO LET KOWLOON.

46/52, NATHAN ROAD,
FLATS OF TWO ROOMS.
RENTS—\$50 AND \$100 PER MONTH.
MODERN SANITATION AND SERVANTS' QUARTERS.

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PREPAID "WANTED" ADVERTISEMENTS.

TO LET.—From First FEBRUARY, No. 2, KELLY'S HOUSE, Peak, Four Rooms, Flush System, Separate Kitchen, Servants' Quarters, All Modern Conveniences.—Apply DEACONS, PRINCE'S BUILDING. [5798]

Mr. H. W. Locker voted for the new Prayer Book in the House of Commons division last month.

In addition to the Interport football team, passengers who left by the *President Grant* yesterday included Mr. and Mrs. A. G. Grantham, Mr. G. P. Lamert and Mr. L. M. S. Lloyd.

Mrs. Woodhouse, of Harrogate, celebrated her 101st birthday on December 10th, and is reported to be both hale and hearty. Her grandson is Dr. Duppuy, the Bishop of Hong Kong.

An extraordinary general meeting of the United Services Recreation Club is to be held on Monday, January 20th, at 8 p.m. Particulars regarding this meeting will be found in an advertisement.

A reception to welcome the Dean of Hong Kong and Mrs. Swann is being held at St. Peter's Church Young Men's Club this evening, at 8.45. There will be an address of welcome, music and refreshments.

On Monday night the police discovered the body of a Chinese in a badly mutilated condition on the hillside above the Pokfulam reservoir. Judging by his dress, the man was a chair coolie. Murder is strongly suspected.

The entire process of optical glass manufacturing and final finishing, as used on their own local workshop, is interestingly portrayed by means of coloured figures in the windows of Messrs. Lazarus, the local opticians.

A Chinese woman, arrested and detained at the Central Police Station as a mendicant, attempted to commit suicide on Monday by strangling herself with part of her clothing. She was removed to the Government Civil Hospital.

A marriage has been arranged, and will shortly take place in Shanghai, between David Hulme Halley, eldest son of George Hulme Halley, of Inverlath, near Dundee, and Margaret Maureen Sparke, only daughter of Charles Eikelbert Sparke, of Shanghai, and Mrs. Sparke, Bexhill-on-Sea.

The steam yacht, *Cutty Sark*, which was originally intended for a destroyer, but was adapted to pleasure purposes at the end of the war, is about to proceed to the Mediterranean. She was converted to a yacht for Major Keswick, who made a tour in her round the world. She is now owned by the Duke of Westminster, who is leaving in her.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4.55 p.m., stated:—

The anti-cyclone over China has strengthened slightly. Fresh to strong monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Local Forecast:—N.E. winds, fresh, fine to cloudy.

INTIMATIONS.

Fine SHERRIES

Crown, Bottled and Shipped by

GEO. G. SANDEMAN
SONS & Co.

Xeres de la Frontera
and Oporto.

	DUTY PAID.	Per Case.	Per Bot.
Fine Old Brown	40.00	3.45	
Manzanilla (Bottled in 1895)	37.00	3.20	
Light Dry	37.00	3.15	
Solera	39.00	3.30	
Very Pale Dry	42.00	3.50	
Pale Dry Nutty	45.00	3.95	
Fine Old Brown	48.50	4.20	
Brown Bag	57.00	4.85	

and Fine PORTS

Douro	41.00	3.50
Old Invald	42.00	3.60
Old Tawny	44.00	3.80
Old White	48.00	4.15
Very Old Tawny	64.00	5.50
Oldest & Finest	68.00	5.70

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

MARRIAGES.

HARRIS—BURCH.—On December 15th, at Hove, COLIN HARMAN, son of the late Capt. P. HARRIS (P. & O. S.N. Co.), to Elsie Mabel, daughter of ALFRED BURCH.

DEATH.

GRAY.—On December 15th, at Colchester, RODERICK MACKENZIE GRAY, formerly of Hong Kong, aged 75.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 18th, 1928.

VOTES FOR YOUNG WOMEN.

Perturbation seems to be growing at home in Conservative circles at the proposed extension of the franchise to women between the ages of twenty-one and thirty. The proprietor of the *Daily Mail* has been particularly alarmed and each day has published a column of letters from correspondents of varying degrees of importance who share his views. Some of these warnings have an air of overweighed solemnity, when read a month later at the other side of the world, and out here one may think that it is more of an attack on Mr. Baldwin, whose ways are distasteful to certain newspapers, than on the proposed alteration of the constitution. The question is one of party politics. Mr. Baldwin thinks the extra votes will help him at the next election, while Lord ROTHSMEN disagrees.

Three objections urged are: 1: That it will place women in a majority on the electoral register and, therefore, subject Britain to the horrors

of petticoat government; 2: That the vast majority of young women between the ages of twenty-one and thirty, who take an interest in politics, are of violently Socialistic views; 3: That there is no demand for the measure, and Parliament's valuable time could be better employed on more urgent business.

The first is ingenious and well calculated to arouse the prejudice of the credulous type of male. But the political issue has yet to arise in which the division is even roughly according to sex. Women's franchise was given when the women of the country made up their minds that they wanted the vote, and they were rather slower than men, owing to suffragette violence, at coming to such a decision. The question of the political leanings of young women of to-day is hard to answer. In China "the bobbed haired girl" is regarded as synonymous with a "Red." But is that so in England? Apart from a few streaks of political ecchymosis the women's colleges at Oxford, Cambridge and other universities are even more sedately Conservative than the men's foundations. In all sections of the community it is much the same. Biologically women mature earlier than men, mentally and physically, so an appeal to the high court of science would result in awarding the young woman a vote at an earlier age than her brother.

Women were given the vote at thirty on the very commonsense ground that at that age they were better able to use it wisely than at the age of twenty-one. That is self-evident, but it applies even more forcibly to men. On the other hand to disenfranchise men who already have the vote or even to propose a future restriction is not practical politics. No party is going to present its opponents with the slogan "hands off the people's votes." For once the slogan would be right. We are committed in Britain to democratic government, not only on account of our present system of adult suffrage but as a natural consequence of compulsory education and industrialism. An urban population is bound to demand a share in public affairs. In ancient Rome and medieval London and Paris this political craving was exercised through the medium of the mob. With the advent of education the vote has been a milder, safer and less dangerously effective form of political self-expression. With the education of women their participation in affairs was bound to follow. It is impossible to stave them off with the illusory compromise of an higher age limit than is imposed on men. There may at present be no urgent and active agitation for the proposed extension, but it is just as well to forestall propaganda and violence. The Labour and Liberal parties are both committed to the reform and the fact that it is sure to come before long has obliterated the need for any organised "national demand." Adult franchise by encouraging the arts of the demagogue both on the political platform and in the press is dangerous to the state. It enables the ill-informed to exert undue influence on the expert and for the many to exploit the few. But it has certain marked advantages, and England is quite able to survive adult suffrage after weathering the danger of manhood suffrage.

If the broad course of British policy is to be guided by voter it is all that men and women should be entrusted early with this civic right. To be denied the vote during the years when interest in political questions is often keenest means that that interest atrophies and politics become more and more the sport of the crank, the fanatic and the adventurer. It is a matter of great importance to get the mass of steady going men and women to the polls. The best way is to start the habit in the days of youthful enthusiasm.

DUE THIS WEEK.

PASSENGERS COMING ON THE "KHYBER."

The P. & O. *Khyber* is due here on Saturday with the Home Mail via Suez. Among the passengers on board are the following for Hong Kong:—Mr. N. H. Bennet, Rev. and Mrs. A. H. Gray, Mr. and Mrs. C. S. Coote, Mr. S. W. Chiffie, Mr. J. S. Dykes, Mr. J. A. Galbraith, Lt.-Comdr. E. C. Hul-ton, Lieut. J. H. Illegworth, Mr. and Mrs. J. McCormack, Mr. and Mrs. W. Shaw, Mr. and Mrs. A. K. Taylor, Masters Taylor (two).

WEDDING.

SHANGHAI CUSTOMS OFFICIAL MARRIED AT HOME.

BATHURST: GIBB.

An English newspaper to hand publishes an account of the wedding at All Saints' Church, Midstone between Mr. Edgar Bathurst, youngest son of Capt. H. Bathurst, A.I.N.A., F.R.S., M.E.T.Sec., and Mrs. Bathurst, late of China to Miss Betty Deborah Bloom Gibb, second daughter of Dr. and Mrs. J. Aldington Gibb, College Road, Midstone. Mr. Bathurst is on leave from the Chinese Maritime Customs Service. Miss Gibb is the grand-daughter of the late Hon. J. M. Gibb, who was a member of the Council for the Government of Jamaica, and the late Capt. J. L. Colley, R.A., of Star Cross, Devonshire. The bride wore a picture dress of ivory satin braided, with orange blossom and buds. A court train of gold tissue underlined with ivory georgette, was carried by Miss John Ross and Pauline Moore, in costumes of white and gold. The bride's veil was of Honiton lace, a family heirloom. The bridesmaids were the Misses Joan, Barbara and Peggy Gibb (the bride's sisters) and Miss Katherine Gordon, a former school-fellow. They were attired in dresses of hyacinth blue chiffon velvet. Their hats were also of chiffon velvet, and each wore a sapphire and paste pendant on a platinum chain, the gift of the bridegroom.

The Rev. C. J. Horsley-Smith, officiated and Dr. Gibb gave his daughter away.

A reception at the Old Palace, to which 250 guests were invited, followed the service, and later Mr. and Mrs. Bathurst left to spend a honeymoon motor touring in France and Italy. The bride travelled in a jumper dress of de-fine blue with oriental embroidery, a velvet hat to tone and a mole fur coat.

Mr. and Mrs. Bathurst will go to China, probably Shanghai, in February.

HEALTH OF THE COLONY.

The Colony's health return for last week shows twelve cases of notifiable disease, with five deaths, as well as three fatal cases of influenza.

There were four cases of diphtheria (one British and the rest Chinese), of which one was fatal; four of typhoid fever (one Portuguese and three Chinese), with two deaths; two of purpurifer fever (Indian and Chinese), one fatal; one fatal Chinese case of small-pox. The influenza cases were all Chinese.

The return for Monday shows two cases of diphtheria, one Portuguese and the other Chinese.

CHINESE ABROAD.

SIGNIFICANT STATISTICS.

The presence of a few hundred thousand foreigners in China has become a problem of the most serious international politics, but the fact is often overlooked that the Chinese have been settling in foreign countries with increasing mobility. The Chinese Ministry of Foreign Affairs has received reports from Chinese Consuls abroad showing the number of Chinese residents in various countries and towns, as follows:—

Australia, 20,500; Philippine Islands, about 40,000; Peru, about 2,000; Korea, about 30,800; New York and San Francisco, 41,900; Batavia (Dutch East Indies), 100,773. Reports from other Consulates have not yet arrived. From unofficial sources the following figures have been obtained:—

Canada, 12,000; Burma, 130,000; Hong Kong, 44,044; Dutch East Indies, 1,835,000; Siberia, 25,000; European Russia, 71,021; the United States, 150,000; Malay Archipelago, 60,000; Java, 27,000; French Indo-China, 1,030,000; total of all overseas, including places not above mentioned, 9,634,000.

The question has been asked, "Why do foreigners come to China?" And the same question might be asked in reply, "Why do Chinese leave China?" To both questions there is but one answer, namely, trade. As trade conditions in China become more and more difficult, enterprising Chinese leave their own country for places where they can enjoy greater security to life and property and a more equitable opportunity to get a just return on their labour and investment than they can possibly find in their own country. The interesting fact appears that in spite of the rapidly advancing Chinese "hated for Great Britain, 700,000 Chinese are to-day living under the British flag. While at the moment, that the United States is being denounced for its capitalistic imperialism, almost 200,000 Chinese are living under the Stars and Stripes.

CLAIM FOR \$27,000 DISMISSED.

UNAUTHORISED CHOPS. ASSISTANT MANAGER EXCEEDS HIS POWERS.

The case in which the Yue Hong Bank sued the Tai Hing Wo firm and Tse Chan Tam, both of 132, Connaught Road Central, for \$27,231.13 was continued at the Supreme Court yesterday, before the Chief Justice (Sir Henry Gollan, K.C.).

It will be recalled that on Monday it was found that the only witness the plaintiffs were to call was in Canton and His Lordship refused to grant an adjournment until after China New Year for the attendance of this man.

Yesterday when the case came on for hearing, it was announced by Mr. Alabaster that another witness had come forward to give evidence. It was stated that this witness had read an account of Monday's hearing of the case in the Chinese newspapers and on meeting a man connected with the case had volunteered to come forward and give evidence. When cross-examined this witness told Mr. Potter (one of Counsel for the defence) that it was by chance that he met the person connected with the case.

Mr. C. G. Alabaster, K.C., and Mr. H. G. Sheldon appeared for plaintiffs, and Mr. Eldon Potter, K.C. and Mr. E. C. Jenkin were for defendants.

Yesterday, Mr. Alabaster said that the new witness was actually the person who made entries in the books and could speak quite as well as the man he intended to call.

Mr. Potter questioned what they were to do in a case of that kind. It was absurd to say that the parties could not get into touch with employees of the Bank at any time they liked. In addition, his Lordship had made a ruling on Monday.

His Lordship said that on Monday he was only dealing with the facts as then presented. If the new man was in a similar position to the missing witness he (His Lordship) did not see why he should be bound by the particular difference.

Suggestion Of Fraud.

Mr. Potter said there were allegations of fraud in the case which was of the most serious nature.

His Lordship replied that was why he was anxious that anything that could be done should be done. He was under the case for the plaintiffs for that reason.

Mr. Potter said they were told most distinctly that Wong, who was able to speak with regard to the payment of the money, was not forthcoming, and now the other side came forward with another witness. Did it ring true? asked Mr. Potter. Was it a case in which His Lordship should assist the plaintiff? They had made no attempt to get other people. It must have been obvious to them from the start that a very strong attack was being made. The Trustee in Bankruptcy would never have been content with one statement if he could have got others as well. He would later put it to His Lordship that if the Trustee in Bankruptcy, who was an officer of the Court, had known what they knew, the case would never have been brought.

His Lordship replied that that was another matter altogether. It was possible that something might be said about an explanation as to why the other witnesses were not searched for. They way in which the new witness was obtained did not seem to him to be the best way. He thought the case might be met by putting the Trustee in the box to explain why proper steps were not taken.

Mr. Potter said that apparently there was no lack of people when they tried to do them.

Authenticity Of Chop Challenged.

The main point of the case, as shown by evidence given yesterday, was that three promissory notes of \$10,000 each, dated January 23rd, 1925, and now overdue, formed the basis of the claim. Plaintiffs case was that the notes were not paid at an extended date, and that only two sums of \$1,000 and \$2,000 had been paid, the former on September 4th, and the latter on September 15th, 1925.

(Continued on next Column.)

OBITUARY.

CAPTAIN DAVID CLARK.

Captain David Clark, whose death has occurred at Edinburgh, was marine superintendent of the H.K. Line and joined the company in 1880. He became a shipmaster about 1898, and in this capacity sailed on the company's Eastern trade routes until he succeeded Captain John Potter about 20 years' age as marine superintendent.

CAPTAIN ANDREW SHEWAN.

The funeral took place at Ealing, on December 17th, of Captain Andrew Shewan, of Castellar Park, Ealing, stated to be the last survivor of the tea clipper captains. He made his first voyage in the tea clipper *Chun-Nie*, in 1880, and at the age of 23 succeeded his father as captain of the *Norman* (China) in 1883 in ninety-five days. He was a frequent contributor to shipping journals, and wrote a book of reminiscences, entitled "The Great Days of the Sail."

LT.-GENERAL VON SESSEL.

Lieut.-General von Sessel has died at Coburg at the age of 79. He was the commander of the German contingent of the international force under Count von Waldersee which was despatched to suppress the Boxer Rising in China in 1900.

Books were put in showing the amount claimed, and also three notes bearing chops. Evidence was given by plaintiffs witness to the effect that two of the signatures were the same, but he did not know whose signature was on the third note.

The defence was that the chops had been affixed by fraud, and that there was no authority given for them to be affixed.

Mr. Potter submitted that there was literally no evidence as to the authenticity of the notes put in. He said that one could not be made liable for \$30,000 by people putting in a note and saying there was a chop on it. The only evidence was that the chop was placed on the note by a person who had been described as the assistant manager. There had been no evidence given to show that in fact this man ever had done so, or at least that he had authority to do so.

No Sufficient Evidence.

His Lordship remarked that there was some evidence as to the authenticity of the notes put in. He said that one could not be made liable for \$30,000 by people putting in a note and saying there was a chop on it. The only evidence was that the chop was placed on the note by a person who had been described as the assistant manager. There had been no evidence given to show that in fact this man ever had done so, or at least that he had authority to do so.

Mr. Potter admitted that this could be the presumption deduced from this evidence, but contended that he had a right to say that the chop had been put on by a certain person, and that that person had no authority to put it on. It was the same thing as if a signature had been put on by attorney and power of attorney had been revoked at the time the signature was affixed. The authority of the man who was said to have affixed the chop had not been proved. The defence contended that this man had no authority. Mr. Alabaster in order to establish a *prima facie* case said the chop was put on the document by the man named, but the defence said this man had no authority to do so, and was going outside any authority where he did so. The only evidence of authority had been negatived. The defence admitted the seal was their chop, but they submitted that there was no proof that it had been put on rightly. The only evidence on that vital point was that it was there at all. There was a presumption it was there rightly, but no evidence on the point of authority.

Mr. Alabaster submitted that a man who had been employed with a firm for 28 years had ample authority to affix its chop.

His Lordship: Why?

Mr. Alabaster said that surely the assistant manager of that period of years standing in the service of the firm could do what the manager could do.

His Lordship remarked that it did not follow.

His Lordship, following further comment by Mr. Alabaster said that in this case he thought the onus on the plaintiffs had not been discharged. Mr. Alabaster's difficulty was that he could not pick out from the affidavit that which suited his case and ignore the rest. The chop had been admitted to be that of the defendant firm, and the second step was that it was alleged that the chop had been affixed by fraud, and without authority.

In view of the evidence, His Lordship held that there was no evidence on which he could go on with the case, and he, therefore, gave judgment for defendants, with costs.

NANKING GOVERNMENT'S FINANCIAL DIFFICULTIES.

COMMUNISTIC INFLUENCES AT WORK.

[NAVAL WIRELESS.]

SHANGHAI, Jan. 16th. There are indications that the Nanking Government is experiencing some difficulty in raising money required.

The raising of the money is being further hampered by Bolshevik propaganda antagonistic to Chiang Kai Shek and the Nanking Government.

SHANGHAI AND WOOSUNG.

[NAVAL WIRELESS.]

SHANGHAI, Jan. 16th. The post of Defence Commissioner of Shanghai and Woosung is being taken over by General Hsiung Shih Wei, with the approval of General Pei Chung Hai.

THE ANTI-BRITISH BOYCOTT AT WUHU.

[NAVAL WIRELESS.]

WUHU, Jan. 16th. Some idea of the anti-British feeling is shown by the fact that a mass meeting has been arranged to take place on Tuesday (to-morrow), January 17th.

However, the authorities in this district do not attach much importance to this matter.

THE 44TH ARMY CORPS.**VANGUARD IN ACTION.**

[Wah Tsai Yat Pao.]

SHANGHAI, Jan. 17th. The 44th Army Corps, under General Yeh Kai Chin, has advanced to Shengyin, some 50 miles north of Changsha, and their vanguard is now in contact with the Hunanese.

A FEW AEROPLANES WANTED.

[Wah Tsai Yat Pao.]

SHANGHAI, Jan. 17th. General Pei Chung Hai has ordered the Air Bureau to despatch a few aeroplanes to assist the scouting service at the front.

MARSHAL FENG'S TROOPS. TAINING THE NEXT OBJECTIVE.

[Wah Tsai Yat Pao.]

SHANGHAI, Jan. 17th. Marshal Feng's troops, under General Liu Chen Hua, have taken Kosheng and are now ready to cross the Yulow River. Taining is their next objective.

BRITISH GOODS SEIZED. QUESTIONS IN PARLIAMENT.**SIR A. CHAMBERLAIN'S STATEMENT.**

In the House of Commons on December 21st, in reply to questions by Sir N. Grattan-Doyle (C.-Newcastle), and by Mr. Foot Mitchell (C.-Saffron Walden).

Sir Austen Chamberlain (Foreign Secretary) said on December 15th his Majesty's Minister at Peking reported that the Shantung authorities were threatening the confiscation of a consignment of goods valued at some £40,000 belonging to a British company. These goods were being conveyed in boats on the Grand Canal from Tientsin to Southern Chihli. The route took them through inland, in a corner of Shantung, where they were held up for the enforcement of various irregular taxes. The company agreed to pay these taxes, but, in spite of this, orders were given for the confiscation of the goods. It is alleged that these orders emanated from Chang Tsung Chang, the Military Governor of Shantung. In any case, the action of the Shantung authorities appears to be pure robbery. On the Minister's instructions, Sir Austen Chamberlain has made protests locally. Sir M. Lamson also made the strongest possible verbal representations to the Minister for Foreign Affairs in Peking, who promised to do his best. He assured Sir M. Lamson that he had already, in response to a written communication from H.M. Legation, telegraphed to Shantung, and that he would now take up the matter with the Premier and with Marshal Chang Tsung Lin's headquarters. He confessed, however, that he himself had no authority in Shantung.

H.M. Government cannot overlook the gross violation of the elementary rights of British merchants, and they count on Marshal Chang Tsung Lin, who claims to control the province of Shantung, to take steps to secure the release of these goods.

Sir N. Grattan-Doyle asked what action the Government propose to take.

Sir A. Chamberlain thought he had better say nothing as to the future.

B.A.T. EMPLOYEES' STRIKE ENDED.

LASTED THREE-AND-A-HALF MONTHS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 17th. The strike of 8,000 of the British-American Tobacco Co.'s employees at Shanghai, which began on Sept. 20th, has ended.

COL. LINDBERGH "CHAMPION AVIATOR."

LADY BAILEY "LADY CHAMPION."

[THROUGH REUTER'S AGENCY.]

PARIS, January 16th. The Committee of the International Union of Aviators has awarded the International Trophy for Men for 1927 to Lindbergh. The trophy carries the title "Champion Aviator of the World."

The title of Lady Champion Aviator of the World has been awarded for the first time, the recipient being Lady Abe Bailey, who also received a trophy.

Other Awards.

The International Union of Aviators have designated the Schneider Trophy winner, Flight Lieutenant Webster as the national Air Champion of Great Britain, while they have awarded the championship of Holland to Koppin, for the successful Amsterdam-Batavia flight.

THE DEPORTED SOVIET LEADERS.

[THROUGH REUTER'S AGENCY.]

BERLIN, January 16th. The Berliner Tageblatt publishes a telegram from Moscow, dated January 14th, which states that the Government's final decision in regard to the banishment of the Opposition leaders was delayed owing to the strong protest against the expulsion order and the demand for a clear statement as to their future treatment.

The Opposition leaders then submitted to the Government certain conditions on which they would voluntarily leave Moscow, and the Soviet Central Committee promptly replied informing M. Trotsky and M. Rakovsky that they would be deported for counter-revolutionary activities, the former, before January 16th, to Wlady, on the Chinese-Turkistan frontier, the latter to Astrakhan.

M. Radek is to be sent to Prazhskij and the others to the Ural Mountains, where the police will give them further instructions. Kamenev and Zinoviev will go to Pensa and Tashkent respectively. About fifty Oppositionists were deported last week and there have also been numerous deportations in the provinces. The Russian Press has hitherto been silent concerning the deportations.

GERMAN DISASTER.**THE CASUALTIES AT VOELLINGEN.**

[THROUGH REUTER'S AGENCY.]

VOELLINGEN, January 16th. The death-toll up to the present is known to be seven. A number of workmen were completely submerged in molten metal. Many of the injured have been shockingly burned. In many cases it is thought that their condition is hopeless.

U.S. SENATE DEMANDS LOWER TARIFFS.**MERCHANT MARINE BILL DISCUSSED.**

[THROUGH AMERICAN SERVICE.]

WASHINGTON, January 16th. After a week's debate, the Senate has passed a resolution demanding the immediate downward revision of the tariffs.

The Senate also by 61 votes to 20 decided to go into discussion of the Merchant Marine Bill, introduced by Senator Jones, of Washington, which is designed to provide for the building up of the merchant marine and for maintaining it under Government supervision through the U.S. Shipping Board.

It is unlikely that the Bill will be taken up immediately, as the Chairman of the Commerce Committee, which has approved it, is not yet ready to proceed therewith.

SOVIET BUYING COTTON. MORE PURCHASES IN EGYPT.

[THROUGH REUTER'S AGENCY.]

CAIRO, January 16th. It is understood that the Soviet cotton delegation, which last November entered into an agreement with the Egyptian Government to purchase 110,000 kantars of cotton, is negotiating a further purchase of Government cotton.

THE S.S. "PRAGA."

LEAVES MANILA FOR CHINA.

MEMBERS OF CREW DESERT.

[THROUGH REUTER'S AGENCY.]

MANILA, Jan. 17th. The s.s. Praga sailed this afternoon with her cargo of munitions and one armoured car.

Her destination, it is reported, is Newchwang. Six of the crew deserted, but were arrested and shipped out on the Praga.

U.S. CONGRESS AND THE NAVY BILL

NEW YORK PRESS COMMENT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, January 17th. The New York World denounces the action of the Naval Committee of the House of Representatives for striking out from the ex-Navy Bill provision to empower the President to suspend the programme, as the eventuality in which President Coolidge proposed to use the power was the possible conversion of an International Naval Limitation Conference.

The World says that if the Bill passed so modified and President Coolidge signs it, Congress will be placed in an attitude of seeking to bind the action of future Congresses regardless as to how international skies may brighten for peace-lovers. The United States should show pleasure at this proposal so clearly that Congress will not dare to enter upon so reckless, prodigious and wicked an affront to foreign nations.

STANDARD OIL COMPANY'S POLICY.

REPLY TO CRITICISMS.

(AMENDED REPORT.)

[REUTER'S AMERICAN SERVICE.]

NEW YORK, January 16th. The Standard Oil Company of New York, replying to Sir Henri Deterding's criticism of its policy in purchasing oil from Russia as being against the interests of humanity and trade honesty, declared its intention to carry out its contracts.

"We will be in no way swayed by such desperate and destructive measures as are being followed in India and threatened in other parts of the world."

The Standard Oil Company alleges that the Royal Dutch Shell, since starting price-cutting in India in September and that in November they started the practice of "secret rebates" on sales and bonuses. The Standard Oil Co. had not these measures partially and if this form of competition continued it would eventually cost the Royal Dutch and its subsidiary, the Burmah Oil Co., 12 million dollars, and the Standard Oil Co., four million dollars.

It alleges that Sir Henri Deterding's Company before 1925 shipped more Russian oil to India and Ceylon than the Standard Oil Co. It points out that India could save at least five thousand miles by shipping Russian oil from the Black Sea Ports.

It adds that the Royal Dutch Shell draws large supplies from Roumania and is therefore independent of Russia.

The Standard Oil Co. declares that its dealings are justified by Mr. C. E. Hughes, Secretary of State, stating in 1924 that it would be proper for American businessmen at their own risk to trade with Russia.

BIG RUBBER MERGER IN ENGLAND.**COMPANY BUYING NEW ESTATES.**

[THROUGH REUTER'S AGENCY.]

LONDON, January 16th. A big new rubber merger is in prospect. The Anglo-Java Rubber and Produce Estates contemplate an amalgamation with a group of foreign-owned estates in Malaya, it was announced, at the meeting of the Anglo-Java Company today.

It is estimated that the productive capacity of the new combined estates would be six million pounds of rubber, the value of the property is estimated at £2,500,000, and the purchase price is £1,800,000.

It is intended to create 1,000,000 seven per cent. Convertible Debentures and to issue simultaneously 3,000,000 shares of six shillings each.

SOVIET AMBASSADOR TO ITALY.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Jan. 16th. M. Kuryak, the People's Commissary of Justice, has been appointed the Soviet Ambassador to Italy.

CABLE v. WIRELESS.

THE IMPERIAL CONFERENCE OPENED.

COMMON POLICY SOUGHT.

[THROUGH REUTER'S AGENCY.]

LONDON, January 16th. The Empire wireless and cable conference opened this afternoon under the chairmanship of Sir John Gilmour.

Great Britain was represented by Sir John Gilmour and Sir Herbert Samuel, while all other Dominions and India were represented, and delegates were present from the Crown Colonies.

Today's meeting was concerned with procedure, principally with the thorny question as to whether regular communications should be issued to the Press or whether a single statement should be made at the end of the Conference.

It is understood that for the present the proceedings will be confidential, as the discussions involve such large questions as strategy apart from the immediate subject of an agreement between the wireless and cable companies.

Difficulties Smoothed Out.

Considerable correspondence has passed between Canada, Britain and other Dominions in reference to the agenda of the Conference owing to a difference in the relationship of local telegraphs between Canada and other Governments, but the difficulties in this connection have now been smoothed out.

This afternoon's discussion was centred on the terms of reference which were finally framed as follows:—To examine the situation resulting from the competition between beam wireless and cables and to make recommendations with a view to a common policy.

FURTHER DETAILS.

[BRITISH WIRELESS SERVICE.]

ROGUE, Jan. 16th. At the opening of the imperial wireless and cable conference in London today, Sir John Gilmour, the Chairman, extended a hearty welcome on behalf of His Majesty's Government to the representatives from overseas, many of whom had travelled long distances and had absented themselves from activities and occupations from which they could ill be spared.

He reminded the conference that it had been summoned "To examine the situation which has arisen as a result of the competition of beam wireless with cable services to report thereon and make recommendations with a view to a common policy being adopted by the various governments concerned."

ESPIONAGE CHARGE AT THE OLD BAILEY.

ATTORNEY-GENERAL PROSECUTING.

"A RUSSIAN SUPER-SPY."

[BRITISH WIRELESS SERVICE.]

ROGUE, Jan. 16th. At the London Central Criminal Court today, Thomas McCartney, a British subject, and George Hanson, described as a German student, were charged with espionage.

Sir Douglas Hogg, K.C., M.P., the Attorney-General, in prosecuting, said that the evidence, which would be given by four witnesses, was of so serious nature that it would be necessary to hear it in camera.

Outlining the case, the Attorney-General narrated how an attempt had been made to use Mr. Monkland, an underwriter at Lloyds, as a medium for obtaining important information regarding the British Air Force.

McCartney gave Mr. Monkland a questionnaire on the subject emanating from Russia and showed Mr. Monkland a letter from the chief Russian espionage agent in this country regarding payments for information supplied to the Russian Government.

Mr. Monkland immediately reported the matter to the authorities, and acting under instructions from the War Office he gave certain information to McCartney which was obsolete and misleading. Mr. Monkland continued his communications with McCartney and eventually met Hansen, who proved to be a Russian super-spy.

Then the authorities, having established that McCartney and Hansen were engaged in a dangerous conspiracy against the State, arrested them.

GOVERNMENT OF INDIA LOAN.**QUICKLY SUBSCRIBED IN LONDON.**

[BRITISH WIRELESS SERVICE.]

ROGUE, Jan. 16th. Subscription lists for the issue of the Government of India loan of £7,500,000 sterling, at 4 per cent, were opened this morning and closed this afternoon.

U.S. COLLIERY DISASTER.

NINE MEN ENTOMBED 400 FEET UNDERGROUND.

[REUTER'S AMERICAN SERVICE.]

SHEPPTON, Pennsylvania, Jan. 17th. Nine men are entombed 400 feet underground at the Lehigh Valley Coal Co.'s mine, through a shaft collapsing.

Tappings by the buried men have been heard, but the rescuers fear that it will take days to reach them.

GOVERNOR-GENERAL OF SOUTH AFRICA.

COMPLIMENT TO EARL OF ATHLONE.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 16th. It is announced that at the request of the Union Government, H.M. the King has approved the extension of the term of office of the Earl of Athlone as Governor-General of South Africa for two years from January 21st, 1929.

FURTHER DETAILS.

[BRITISH WIRELESS SERVICE.]

ROGUE, Jan. 16th. It is announced that at the request of His Majesty's Government in the Union of South Africa, H.M. the King has been pleased to approve the extension of the term of office of the Earl of Athlone as Governor-General and Commander-in-Chief of the Union of South Africa for two years from January 21st, 1929.

The King has also been pleased to approve a similar extension of the Earl of Athlone's term of office as High Commissioner for South Africa.

The Earl of Athlone will proceed on leave of absence to Great Britain in June, 1928, and return to South Africa before the end of the year. He was appointed Governor-General in 1923.

LANCASHIRE COTTON INDUSTRY.**"THE TIMES" COMMENT ON RECENT REPORTS.**

[THROUGH REUTER'S AGENCY.]

LONDON, January 17th. The Cotton Spinners and Manufacturers reports are strongly condemned in a Times leader, the opinion being expressed that the proposed extension of hours is "like the last desperate throw by a frenzied gambler." The newspaper says that what is needed is a cheapening of the present volume of output by concentration and production in the more efficient mills and by a drastic reduction of the number of independent firms and the cutting away of the deadweight of debt. It urges closer co-operation of the various sections of industry.

INDIAN STATUTORY COMMISSION.**PROTEST MEETINGS BEING ARRANGED.**

[THROUGH REUTER'S AGENCY.]

NEW DELHI, January 16th. A conference of all party leaders convened by Pandit Madan Mohan Malaviya and attended by Sir Tej Bahadur Sapru, Mr. Chintamani, Mr. Bipin Chandra and other Liberal leaders, is reported to have been unanimously in favour of boycotting the Sir John Simon Commission.

The Conference will urge the people all over the country to observe the *Harital*. Protest meetings are to be held on February 3rd, when the members of the Commission are due to land at Bombay.

NAVAL A.D.C. TO THE KING.

[BRITISH WIRELESS SERVICE.]

ROGUE, Jan. 16th. The Admiralty announces that Commodore Hyde, commanding His Majesty's Australian squadron, has been appointed Naval Aide-de-Camp to H.M. the King.

PAN-AMERICANISM.

PRES. COOLIDGE ADDRESSES THE CONFERENCE.

PLEA FOR FRIENDSHIP.

[REUTER'S AMERICAN SERVICE.]

HAVANA, January 16th. The material prosperity of the Americas was the greatest and most widely distributed in the history of the human race, said Mr. Calvin Coolidge, President of the United States, addressing the delegates at the Pan-American Conference, and "the determination to adjust our differences not by resort to force, but by the application of the principles of justice and equity is one of our greatest characteristics."

President Coolidge referred to their devotion to a policy of peace. He said that they all nourished a commendable sentiment of moderate preparation for national defence, and he declared that the whole world ought to be profoundly grateful for the moral power and the strength of character demonstrated in the statesmanship of the South American republics.

All Nations Equal.

The maintenance and expansion of these principles, added President Coolidge, was the purpose of the Pan-American Conference at which all nations represented were standing exactly equal.

President Coolidge emphasised the need for a better exchange of news services to promote international understanding, and mentioned that communications by means of shipping, railways, etc., had greatly improved in the course of the past ten years.

It was his intention to ask the U.S. Congress to authorise the sending of engineering advisers to assist in the building of roads, while cultural and commercial ties could be brought closer as the result of aviation services which Congress was at present considering.

The Americas were now complementing one another's agricultural and industrial production "to an unusual degree," resulting in the increasing exchange of commodities. In this connection, President Coolidge tributed the efforts of the Pan-American Union.

"More Significant Results."

Concluding President Coolidge referred to "even more significant" results in connection with the political relations between the countries, stating that "if these conferences mean anything, they mean the bringing of all our people more definitely and more completely under the rein of law laying on them all a continental responsibility."

At the opening of the Conference today, President Machado, of Cuba, defined Pan-Americanism as a "constructive work not implying antagonism, but on the contrary, co-operation towards universal peace and better understanding between all peoples, and for the spiritual and cultural, was the purpose of the world."

British and French Press Comment.

[THROUGH REUTER'S AGENCY.]

LONDON, January 17th. The newspapers comment rather upon what President Coolidge left out than what he included in his speech at Havana. For instance the *Daily News* says that he "omitted the chief characters of an otherwise excellent performance, said a good deal about Columbus but nothing about Nicaragua and Mexico."

PARIS, January 17th. European economic unions are urged by the newspapers commenting on President Coolidge's speech at Havana.

The *Paris Journal* says that if Europe wants to live, it must be capable of formulating and obtaining respect for their own Monroe doctrine within the framework of engagements undertaken at Geneva.

Pertinax, writing in *Le Matin*, says that the President's speech is worthier of a baptist chapel than a diplomatic gathering.

"A Stroke Of Genius."

[REUTER'S AMERICAN SERVICE.]

NEW YORK, January 17th. President Coolidge's visit to Havana in person seems to have been a stroke of genius. Even the opposition press here is conscious of the goodwill evoked by the President's presence and which infected the Conference.

The *Times* says that not since the days of Henry Clay has the United States appeared before Central and South American Republics with arms thus wide open.

The *World* refers to President Coolidge's address as an "unusually ardent plea for friendship and understanding," and the *Harvard Tribune* is of opinion that the sincerity of President's presentation of the American attitude is unmistakable.

NATION'S TRIBUTE TO THOS. HARDY.

THE ABBEY CEREMONY.

SIMPLE VILLAGE SERVICE.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 16th. Not since Dickens was borne to Westminster Abbey has there been such a spontaneous demonstration in honour of an English writer as was witnessed to-day at Westminster Abbey on the occasion of the interment of the ashes of the famous novelist, Thomas Hardy.

The Poets' Corner, next to Dickens, was Hardy's last resting-place.

Hundreds waited for over four hours in the rain awaiting admission to the thousand seats allotted to the public, and the greatest figures in literature, art and politics, and representatives of various Literary Societies, both British and American, were among those present. The interment at Westminster was also attended by Mrs. Hardy, the novelist's widow, and by Miss Kate Hardy, his sister.

The Casket.

The casket containing the ashes was hung in magnificent drapery and was borne in procession to the catafalque accompanied by the pall-bearers, Mr. Stanley Baldwin, Mr. Ramsay MacDonald, Sir James Barrie, Mr. G. Bernard Shaw, Mr. John Galsworthy, Sir Edmund Gosse, Professor A. L. Houseman and the Master of Magdalene College, Cambridge.

At the conclusion of the thirty minutes' service, the congregation filed past the grave in which the copper casket was visible just a few inches under the floor, bearing a sheaf of lilies from the widow. Earth contributed by an aged resident of Stinsford (the "Mellstock" of Hardy's Wessex novels) was sprinkled in the grave.

Simultaneously, the heart of Thomas Hardy was buried close to his father, mother and first wife at Stinsford Church. A most homely service was attended by the Dorset villagers with the village choir singing the deceased's favourite hymns to the accompaniment of an harmonium.

Abbey Filled With Mourners.

[BRITISH WIRELESS SERVICE.]

ROGUE, Jan. 16th. Westminster Abbey was filled with mourners when the ashes of the late Mr. Thomas Hardy were buried this afternoon in the Poets' Corner.

Great figures in literature and art were among the many distinguished men and women who occupied the north and south transepts; while 1,000 of the general public were assembled in the nave.

Large numbers of admirers of the great writer were unable to gain admission and stood outside bareheaded in silent reverence while the service was in progress.

H.M. the King, Prince of Wales and Duke of York were represented.

As pall-bearers, the Premier and Mr. Ramsay MacDonald paid a last tribute to the great author on behalf of the State, while Mr. Rudyard Kipling, Mr. Bernard Shaw, Sir James Barrie, Sir Edmund Gosse and Mr. John Galsworthy represented literature.

While this service was being conducted with that impressiveness and majesty always associated with Westminster Abbey, another service of the utmost simplicity was taking place at Stinsford, in Wessex, where, as a symbolic act, the writer's heart was being buried. While the congregation at Westminster mourned Hardy as a genius, villagers assembled at Stinsford Church were there to mourn him rather as a friend. A score of grey-haired men had known the author as plain Tom Hardy, architect's apprentice.

DUTCH COLONIES.**STRENGTHENING OF DEFENCES.**

[THROUGH REUTER'S AGENCY.]

The Volksraad, says the *Gazette de Hollande*, has pronounced itself in favour of a reduction of the super tax on the colonial income tax from 24 per cent. to 18 per cent., whilst maintaining the 20 per cent. on the company tax.

The Budget mentions the proposed institution of a Council for Physical Science for the Dutch East Indies, in view of the importance of the physical science work done in the colony.

An amount of 1.9 million guilders is appropriated for the various measures necessary for the strengthening of the Colonial defence, etc., to finish the work of the building, armament and equipment of the eight destroyers and three mine-sweepers and putting into commission of two additional fast motor guard-ships for patrol duty, etc.

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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Testing a 9-h.p. Saloon—Latest Fiat Model—Powerful Engines—90 Per Cent.—Too Many Motors—Studebaker's European Distributors—Motor Roads for China—Flame-Proof Petrol.

MOTOR NOTES.

ONE STEP BUSES FOR KOWLOON.

The Kai Tak Motor Bus Co. are supplementing their fleet of buses with six new Dennis buses built on the 30-cv. chassis. These new buses are likely to cause a certain amount of comment when they first appear on the streets at the end of March for the chassis is built on the low load line principle, and in consequence, instead of the usual three, only a single step is necessary from the road to the body of the bus. The difference in the speed of handling passenger traffic owing to this will be surprising.

The Dennis buses which are already in service for the Company have a fine record up-to-date. They have now been in service over a year, and not one has been off the roads for a single day. It is a tribute to the good work put into these buses that they have needed nothing but incidental repairs after twelve months' work in the sometimes unsympathetic hands of Chinese drivers.

A NEW TRIUMPH.

By the end of February a new light car will have reached Hong Kong. This is the Triumph Super 7, which made its first appearance at the Motor Show at Olympia last October. It is a very attractive looking car, more substantial than the Austin, with which one feels compelled to compare it. The body is built on larger lines, and there is more leg room, both in the back and the driver's seat.

This car has raised a great deal of interest at home, and the demand has been so great that the manufacturers have had difficulty in keeping pace with it. It is not possible to give the actual price at which this car will be sold in Hong Kong, but it is understood that it will be about \$250 more than the Austin.

DEAF WOMAN MOTORIST.

"This woman ought not to have a motor driving licence at all. She is all right sitting in a bath-chair, but she is dangerous driving a motor-car," said Mr. Hay Halkett, the Magistrate, in sentencing Mary Henrietta Wilson, of Chelsea Court, Chelsea, £4 for driving a motor-car with an out-of-date licence and with causing unnecessary obstruction in Mandeville place, W.

A constable said that she admitted that she was deaf, and had misunderstood his orders.

Mr. Halkett: Nice sort of person to drive a car. She could not hear a footstep.

The defending solicitor said his client was calling at a place to obtain apparatus to relieve her deafness.

"AUTOMOBILILOUSNESS."

"Automobiliousness" on the Southend-London arterial road was referred to by Lord Hewart the Lord Chief Justice of England in an action for damages for personal injuries brought by a blind-maker named Samuel Joseph Johnson, aged 26, of Dudley-road, Ilford, Essex, against Edward John Beake, of Woodford Lodge, Chelmsford.

Mr. Johnson was injured on the Southend road in October 1925, when he was struck by Mr. Beake's car, driven by a chauffeur.

In evidence Mr. Johnson denied that he rode his cycle into the path of the motor-car, and stated that the arterial road was often used by motor-drivers for "speeding."

Lord Hewart: Does this road suffer from automobilousness?

Mr. Johnson replied that it did. The jury found for Mr. Johnson, with damages amounting to £252, and judgment was entered accordingly, with costs.

MOTOR VEHICLE INDUSTRY.

"The use motor vehicles for industrial and agricultural purposes has made such amazing progress that to-day there are nearly 600,000 commercial motor vehicles in service in Great Britain," said Mr. F. G. Brielow, general secretary of the Commercial Motor Users' Association (Inc.), addressing the Margate Rotary Club.

"There is every reason to anticipate that in a very short period of time more than 500,000 such vehicles will be in regular use in the highways of the country, giving employment to considerably more than 1,000,000 workers, with results beneficial to the whole public, both from the point of view of the individual and of the community."

(Continued on next Column.)

LATEST FIAT MODEL.

A NEW LIGHT SIX.

SPEED AND FLEXIBILITY.

The Fiat Company of Turin took advantage of the Paris Salon to introduce a new light six known as Model 520, having an engine with a piston displacement of 2244 cc. This model is intended to meet the growing demand for an economical, flexible and comfortable five-passenger automobile at a reasonable price, and while its general appearance reveals the distinctive Fiat elegance.

With five-passenger open or closed body, the car has a road speed of more than sixty miles an hour. It is remarkable for its flexibility, enabling it to take all ordinary hills on high gear, and for its silence.

The engine has its six cylinders of 65 by 100 mm. bore and stroke in one casting, with the valves on one side, and the head detachable. The cylinder head is of the turbulence type. The engine is silent and vibrationless at all speeds.

Engine lubrication is under pressure to the main bearings, the connecting rods and the camshaft. The oil is filtered as it passes through the engine, and in addition there is an oil purifier on the dashboard. Water circulation is by pump mounted on the upper portion of the cylinder block and having the ventilator fan on its shaft. A one piece belt drives both pump and fan.

To secure silence, the camshaft is driven by means of a chain. This also drives the electric generator on the right hand side of the engine. The generator shaft has an eccentric mounting which enables slack in the chain to be taken up as it develops, thus maintaining permanent silence of the engine.

The carburettor is a Solex having an air choke to facilitate starting, and heated up to an intake manifold on the valve side of the engine heated by the exhaust manifold.

The main supply of petrol is carried in a tank at the rear but by means of an auxiliary feed brought up to a big capacity fuel (tank) mounted through the dashboard; the fuel passes through a glass filter, before going to the carburettor.

Starting is facilitated by the use of a hand crank.

(Continued on next Column.)

MANY AUSTINS.

The Austin 7 has had the success it deserves wherever it has appeared. Nor is this success the craze of a moment; the car has undoubtedly established and consolidated its popularity. Recently for instance there has been a sudden rush to buy Austins in Hong Kong and now there are just about 100 of these excellent little cars on the streets, a better testimony of a car's popularity than any number of laudatory letters.

NOISY SPORTS CARS.

A vigorous campaign against "noisy" sports cars is now being carried on by the police in England, and I should imagine, says a *Daily Mail* correspondent, that most motorists and the few non-motorists now left are in sympathy with this action.

I was following a very noisy and ruckus-looking little car, along the Thames Embankment, when out stepped a policeman. He stopped the car and with another constable proceeded to examine its silencing arrangements. The Embankment is a popular ground for setting "noise" traps.

Usually my sympathy is with the motorist when he falls into the hands of the police, especially in speed traps on perfectly straight roads. But on this occasion I was heartily with the law.

One must admit that to the enthusiast carowner there is a certain fascination in the musical exhaust of a powerful engine. But to others this is an unpleasant discord. "Sports" cars are the real offenders. But why noise should be considered necessary even with sports cars in these days is beyond comprehension.

The motorcycle manufacturer no doubt finds difficulty in making his tiny engines really silent without sacrificing power and speed. But there is no excuse for the car maker. He has plenty of power to play with. Some modern sports cars are capable of a speed of 90 m.p.h. and more. Even if efficient silencing meant knocking one or two miles an hour off the maximum speed, the owner would have no real cause for complaining.

of battery ignition, the current for which is obtained from the positively driven generator.

The engine which is attached by three points to the chassis, forms a unit with the clutch housing and the gearbox. The clutch is a single plate type. There are four speeds ahead and reverse, the changes being made by means of a central lever, which is fitted with a lock and key.

Big diameter internal brakes are fitted on the four wheels and are operated simultaneously by the pedal. The shoes are of the self-wrapping type operating in both

directions. By reason of this principle the effort required to apply the brakes is practically negligible. The hand lever applies the rear brakes only. Wheels are Shiley all-steel type equipped with the new Michelin "Bibendum" tyre of 14 by 45. The steering is designed to be mounted either on the left or right hand side.

The electric system of this new Fiat comprises a 12-volt dynamo with an adjustable third brush, a battery of accumulators, and a starting motor under the bonnet, on the left-hand side of the engine. The instrument board carries the

ampermetre, speedometer, and oil pressure indicator. The right of this central portion is the ignition switch and the dashboard light switch; on the left is the switch for the headlights and sidelights. The starter is foot operated. The ignition advance lever is on the steering column and is surrounded by the headlight dimmer, thus making it possible to dim the lights without taking the hands off the wheel, and by the electric horn switch. Wheelbase is 9 ft. 6 ins., track 55 ins., and body length 7 ft. 0 ins. Chassis weight is 14 cwt. 65 lb.

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1 TON MORRIS 13.9 H.P. 10' 2" W.B.

Chassis completely equipped with 33" x 5" tyres ... £235
Lorry complete with Cab and drop sides ... 295
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General Utility Vehicle complete ... 325
Standard Van complete with Cab ... 335
De Luxe Van complete with Cab ... 350
Bakers Van complete with Cab ... 370
Furniture Van complete with Cab ... 370
Ambulance Type A complete ... 430
Fever Van complete ... 450
Colonial Ambulance complete ... 485
Charabanc for 14 passengers ... 510
Hotel Bus Type T1 ... 515
Bus De Luxe ... 570
Special Saloon Bus Type D3 ... 575

25 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.

Chassis Z. 1 complete with 33" x 5" tyres ... £290
Chassis Z. 2 complete with 33" x 5" tyres & F.W.B. ... 320
Type Z. 1 Standard Lorry complete with Cab ... 350
Type Z. 1 Standard Van complete with Cab ... 385
Type Z. 1 De Luxe Van complete with Cab ... 400
Type Z. 1 Charabanc for 14 passengers ... 550

30 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.

Chassis Z. 3 complete with 32" x 6" tyres ... £320
Chassis Z. 4 complete with 32" x 6" tyres & F.W.B. ... 350
Type Z. 3 Standard Lorry complete with Cab ... 385
Type Z. 3 Standard Van complete with Cab ... 415
Type Z. 3 De Luxe Van complete with Cab ... 430
Type Z. 4 Standard Lorry complete with Cab ... 415

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32" x 4 1/2" tyres, dual rear F.W.B. ... £320
Chassis Z. 6 complete with 32" x 6" tyres & F.W.B. ... 355
Type Z. 5 Standard Lorry complete with Cab ... 390
Type Z. 6 Standard Lorry complete with Cab ... 420
Type Z. 5 Charabanc for 18 passengers ... 620
Type Z. 6 Charabanc for 18 passengers ... 650
Type Z. 5 Special Saloon Bus ... 670
Type Z. 6 Special Saloon Bus ... 700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/2" tyres ... £338
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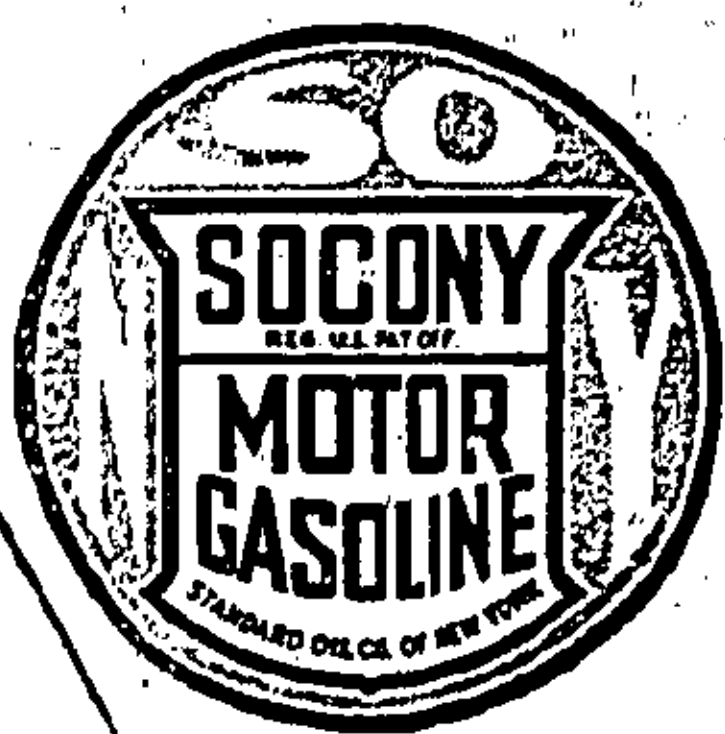
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MOTORING NOTES

(CONTD.)

90 PER CENT. TOO MANY MOTORS.

SIR HUGH BELL CONSIDERS THEM UNNECESSARY.

POVERTY-STRICKEN WORLD.

"Ninety per cent. of the motor cars on the roads to-day are unnecessary and ought not to exist," said Sir Hugh Bell, the Middleborough iron master at a luncheon at the National Liberal Club at which Earl Beauchamp presided.

"It is obvious," Sir Hugh said, "that a poverty-stricken world cannot afford extravagance, and that in every branch of life it is the duty of nations and individuals to exercise the strictest economy."

My friend Earl Beauchamp never tires of praising the way in which Henry Ford turns out his thousands of cars. I venture to think that gentleman is doing infinite harm to the world. (Laughter.) I don't know whether those are jeers or approval, and I don't care.

As I drive through the streets of London people say, "Look at the prosperity shown by these motor cars. But I very much question the truth of that deduction. I think the greater part of them are bought by persons who ought not to be buying them."

Someone with whom I had this conversation spoke about the immense improvement in road traffic. I am a railway director. Has it

ever occurred to anyone that the effect of the development of heavy road motor traffic may be to obliterate many millions of capital in Great Britain?

"Supposing to-morrow you could do away with railways altogether. Some people think you might. You would only be infinitely poorer in consequence. It is quite true that somebody else would be richer—the people who have the cars—but those with railway shares would be much poorer."

Pockets Getting Empty.

"He did not consider it fair to the ratepayers of a Northern town that their Council should have the tramways—which represented capital—torn up to be replaced by a system of transport that might be obsolete in ten years."

"To turn to that Frankenstein monster we have created for ourselves—the Government—we are all receiving four or five different papers from his Majesty's Government asking us to make income returns. I have the greatest admiration for the Civil Service; they do their work in an exemplary manner only too well—and the more work they do the more there have to be to do it. And so they go on, my pockets getting emptier and emptier. (Laughter.)"

"The trade I am in wants to be safe-guarded. Do you imagine if you safe-guarded us we are going to sell you anything—from a motor-car to a pin—more cheaply? Oh no, I do not think so. You ladies wearing silk stockings, have you found them cheaper through safe-guarding?"

"And so through the whole gamut. No one who has the chance of getting it is hesitating to take something out of the Government's pocket—out of the pocket of his fellow-citizens."

When they debouched, at the end of 80 miles they did not have to stamp their feet to bring back the circulation, and generally expressed satisfaction with the ingenuity of the designer. The coachbuilder is certainly doing wonders in the matter of providing ample body accommodation on a small chassis.

As regards the capabilities of the engine I had few doubts. I have always had the very greatest admiration for the small British power unit. Being in the depths of winter, we had a clear road in our favour. But even so I was surprised on looking at my watch at the end of the journey to find that it had been accomplished in record time, and I have driven all kinds and sizes of cars over this route.

This 9-h.p. engine is quite capable, if need be, of handling four average-sized people along at 35 m.p.h. without showing any signs of distress—and this, I think, answers the second question. With only two up it touched 60, and with a full load it can be driven for long periods at 30 m.p.h. in

(Continued on next Column.)

MOTOR ROADS FOR CHINA.

MR. E. V. D. PARR'S SUGGESTION.

THE EXAMPLE OF CANTON QUOTED.

Mr. E. V. D. Parr, a former member of the Legislative and Executive Councils of Hong Kong, who now resides at Rushall Cottage, Tunbridge Wells, writes to *The Times* suggesting the vast possibilities of motor roads in China if the military commanders were to use their soldiers in making them. The idea is not new; actually, several of the Tichuhs have given the plan a trial, comments the *China Express & Telegraph*. Their motives may not, of course, have been disinterested, and certainly from time to time, the results have not been very promising. Where there is a will, however, there is generally a way, even in China, and Mr. Parr mentions an interesting example of what can be done. A few years before the present troubles began some 50 miles of motor roads were built in and around Canton in the short space of some two years, where there had previously been mostly only wheelbarrow tracks. He might have added that Canton itself, a city once famous for its congested streets no wider than an ordinary passage-way, became in a few years under the same régime largely a city of wide, tree-lined boulevards with motor-cars flying back and forth and slow-moving traffic, such as rickshaws, chairs and trucks, confined to their proper place at the sides. The Canton of to-day is as different as chalk from cheese from the Canton of twenty years ago.

TESTING A 9-H.P. POWERFUL ENGINES.

ROOM, COMFORT, AND SPEED.

Recently, writes the *Daily Mail* motoring correspondent, I have received a number of queries about the new British small closed cars—1 mean the very small ones. Is it possible to cram four reasonably sized people into these little saloons? Do they come out at the end of a journey all stiff and cramped? Is an engine of 8 or 9 h.p. really capable of doing serious work with such a load?

All of these are reasonable questions, for it is not so long since closed cars were first fitted to such small chassis. The best way to answer them is to obtain first-hand evidence, so I took advantage this week of an offer by the makers to try the new Riley 9 h.p. fabric saloon, which comes into the class of a 100-miles car with a load of four average-sized grown-up people.

At a first inspection of this very neat little saloon doubts might well arise as to the possibility of squeezing in three passengers and the driver. But its compactness is deceptive. At any rate, a driver and three passengers got in without difficulty through the four wide doors which occupy nearly the full length of the body, and once in found room to assume quite comfortable positions.

Coachwork Ingenuity.

When they debouched, at the end of 80 miles they did not have to stamp their feet to bring back the circulation, and generally expressed satisfaction with the ingenuity of the designer. The coachbuilder is certainly doing wonders in the matter of providing ample body accommodation on a small chassis.

As regards the capabilities of the engine I had few doubts. I have always had the very greatest admiration for the small British power unit. Being in the depths of winter, we had a clear road in our favour. But even so I was surprised on looking at my watch at the end of the journey to find that it had been accomplished in record time, and I have driven all kinds and sizes of cars over this route.

This 9-h.p. engine is quite capable, if need be, of handling four average-sized people along at 35 m.p.h. without showing any signs of distress—and this, I think, answers the second question. With only two up it touched 60, and with a full load it can be driven for long periods at 30 m.p.h. in

(Continued on next Column.)

GREATER ECONOMY AND COMFORT.

With a developed energy of better than 100 horse-power at its point of maximum efficiency, the motor in the new Stearns-Knight eight is one of the leaders in the extremely powerful group of the world's luxury cars.

The maximum speed of this car is also exceptionally high, despite the fact that the car has not been built for racing speed, and 85 miles an hour is readily attained without strain on the power plant.

The development of a Knight-motored car with this range power and speed is not wholly unexpected to those interested in motor car development; nor is it illogical that it should come from F. B. Stearns Company, as they have been known for many years as the first American exponent of the sleeve-valve motor.

The high power development of the Stearns-Knight eight is obtained with no evidence of motor strain and with a surprising smoothness of the motor at all speeds. So far as the operator is concerned, there is no difference in the power sensation at thirty miles an hour and at maximum speed at which the car may travel, well in excess of 85 miles an hour.

Among buyers of luxury cars there is a growing tendency to require high power. It is the experience of the Stearns organization, however, that this does not indicate a desire to travel at excessive speeds, but rather that the motorist accustomed to luxury cars knows that the usual ranges of driving speed cars are obtained with greater economy and comfort if they represent only a small fraction of the actual ability of the motor.

other words, it is a very fast motor-car, for not only has it a high maximum speed but its acceleration is very quick, and a 40 m.p.h. third gear gives you plenty of scope on hills that are just a bit too stiff for "top."

38 To The Gallon.

At first the clutch was difficult owing to lack of lubrication, but the trouble was removed by a few drops of oil. Springing struck me as a little harsh, but I rather fancy the tyres had something to do with this. They had been pumped up religiously to the maker's recommended pressure, which in my opinion, though good for the tyres, is usually a little rough on the chassis.

Petrol consumption was approximately 38 miles to the gallon. Steering and hill-climbing were excellent.

FLAME-PROOF PETROL.

IMPRESSIVE EXPERIMENTS IN LONDON.

Progress has been made this year in the way of eliminating the dangers of flying. Important devices have been adopted to reduce the risks, and now yet another important discovery is reported in the form of flame-proof petrol.

The French Air Union has decided already to use this petrol in their machines (which run from London to Paris) early next year. Experiments made by the company show that the petrol is as efficient as ordinary spirit, and will not ignite under 33 degrees centigrade or 90 degrees Fahrenheit.

When an attempt was made in London to ignite a quantity, all that happened was that the match used flared up and then went out as if placed in a vessel of water.

Special carburetors have to be used, and it is not unlikely that the petrol will be used extensively by motorists.

Sens are being taken to obtain details with the view of ascertaining the possibilities for its use in the Air Force. The experiments will be conducted as early as possible.

(Continued on next Column.)

LOST MOTORISTS IN AUSTRALIA.

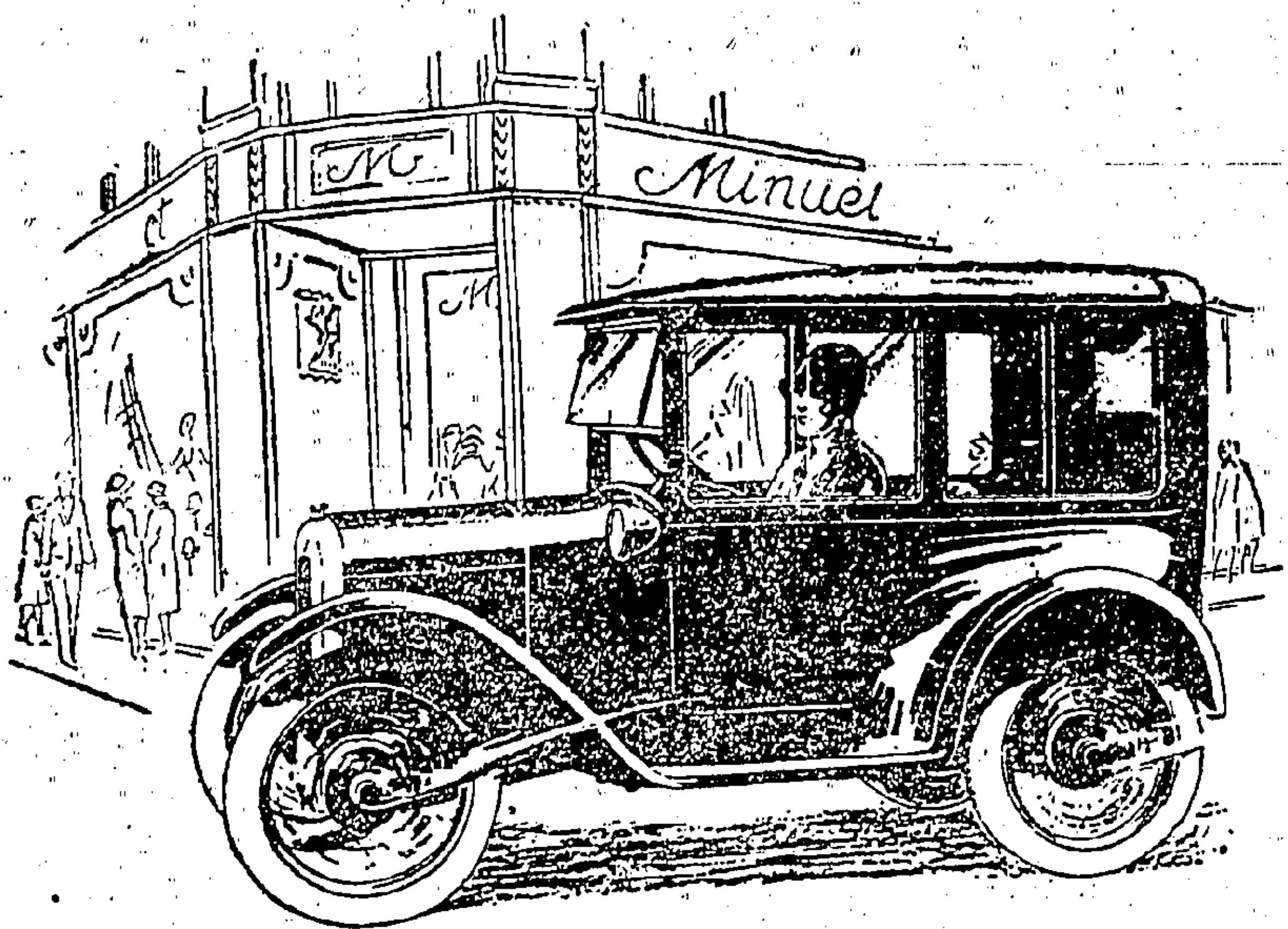
The perils of travelling in Central Australia have been illustrated by the narrow escape from death of a family of three in the Cooper Creek and hill country. Mr. and Mrs. Walsh and their child, aged three, took the wrong track, but fortunately their wheel marks were picked up by other motorists who realised that a mistake had been made.

They followed the tracks for 100 miles and were about to abandon the search when Mr. Walsh's car was observed bogged in the sand. The family were nearly exhausted, having been without water for two days and nights. The searchers had a 25-hours continuous motor journey through difficult country not previously traversed by motor-cars.

The Walshes had been moistening their mouths with glycerine and eye lotion.

The inventor of the new fuel is M. Ternier, an official of the French Government Department, who handed over the patents to the French Admiralty. The French Air Union, however, were the first to adopt the new discovery.

THE IDEAL MOTOR CAR for LADY DRIVERS.



The Austin Seven

SALOON MODEL

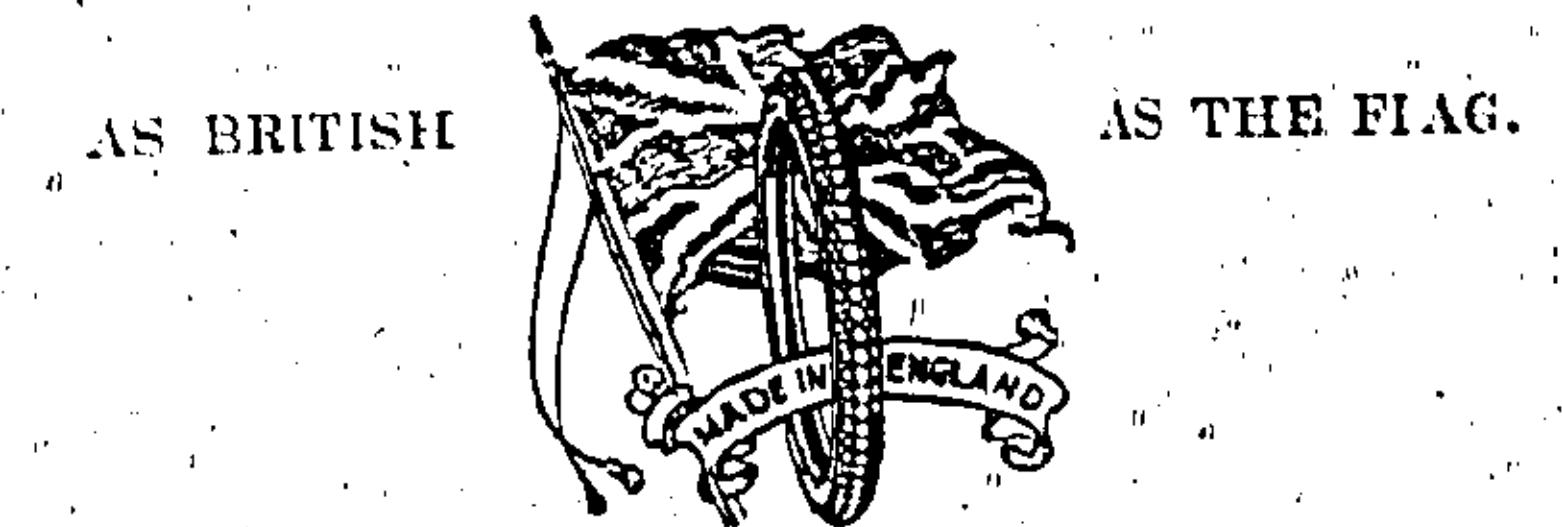
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- Easy to negotiate in traffic
- Easy to garage
- Easy to steer

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it must be DUNLOP
- for Economy
it must be DUNLOP
- for Safety
it must be DUNLOP
- for Satisfaction
it must be DUNLOP

Are they on your car?
They should be!

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- SELECTIVE SLIDING GEAR TRANSMISSION—STANDARD SHIFT.
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MOTORING NOTES (CONT'D.)

STUDEBAKER'S EUROPEAN DISTRIBUTORS.

VISITING COMPANY'S PLANT.

INCREASED BUSINESS IN EUROPE.

Fifty of Studebaker's largest European distributors will arrive in New York early in January to begin an extensive study of American methods of automobile merchandising, according to an announcement just made public by H. S. Welch, Studebaker Manager of Export Sales. These European representatives will study Studebaker dealer organizations in the United States, and will visit Studebaker factories, laboratories, and the Corporation's million dollar proving ground in South Bend, Indiana.

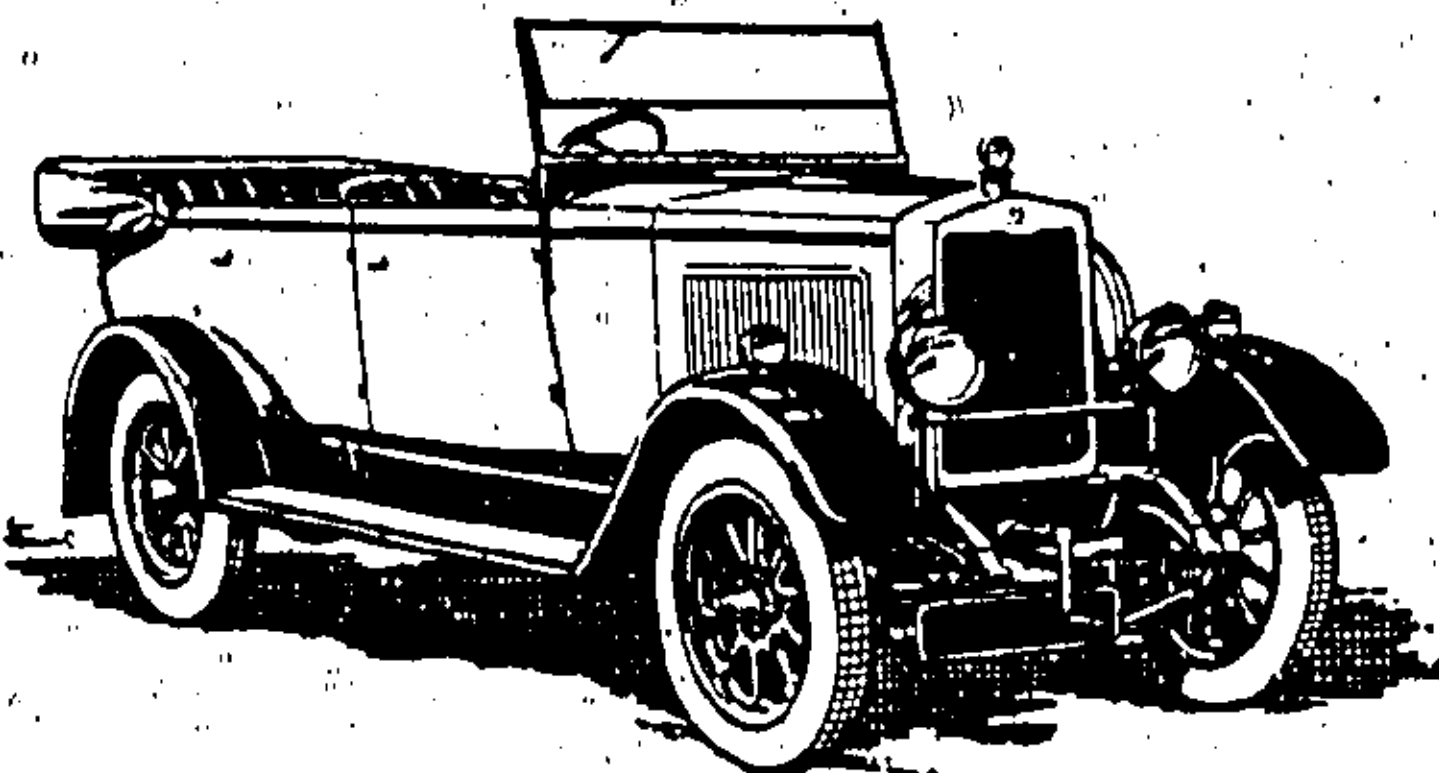
Members of the party, which will be accompanied by J. K. Walters, Supervisor of European Territories, will be drawn from virtual-

ly every country in Europe. Dealers from France, Switzerland, Czechoslovakia, Germany, Portugal, and Hungary have already signified their intention of joining the party, and many more are yet to be heard from. During the course of their visit, they will be accompanied at all times by several interpreters.

The visitors will first inspect the National Automobile Show in New York, to be held early in January, and will attend the annual Studebaker banquet, then go to South Bend for a trip through the Studebaker plants, research laboratories, and proving ground. They will then go to Detroit to see other Studebaker plants. On the way east, it is planned to have them stop for a visit at Niagara Falls.

The visit of these European dealers is a reflection of the increased business anticipated by Studebaker in Europe next year, as well as an outgrowth of this year's record-breaking increase in Studebaker's export trade.

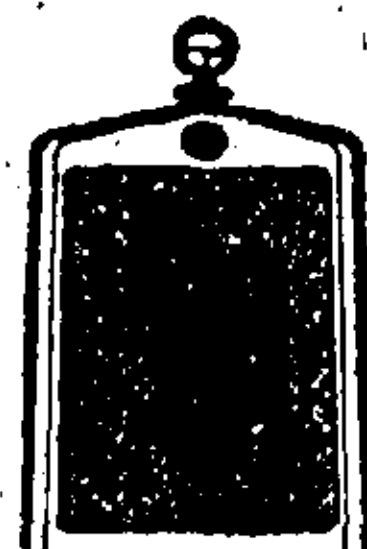
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		Hong Kong Delivered Prices.	
		WAS	IS
MORRIS-COWLEY 11.9 H.P.			
48" TRACK-105" WHEELBASE.			
ROAD-STER	4 Seater	£190	£180
TOURING (4-DOOR)	4 Seater	210	200
COUPE (FIXED HOOD)	2 Seater	220	210
SALOON (4-DOOR)	4 Seater	235	225
TRAVELLER'S CAR			200
STANDARD VAN			200
MORRIS-COWLEY 11.9 H.P.			
56" TRACK-105" WHEELBASE.			
ROADSTER	4 Seater	—	190
TOURING (4-DOOR)	4 Seater	—	205
COUPE (FIXED HOOD)	2 Seater	—	220
SALOON (4-DOOR)	4 Seater	—	235
MORRIS-OXFORD 11.9 H.P.			
48" TRACK-106 1/2" WHEELBASE			
TOURING	4 Seater	—	235
SALOON	4 Seater	—	255
MORRIS-OXFORD 13.9 H.P.			
48" TRACK-106 1/2" WHEELBASE.			
ROADSTER	4 Seater	240	240
TOURING	4 Seater	270	260
COUPE	2 Seater	290	270
SALOON	4 Seater	310	290
LANDAUETTE	3 Seater	370	330
MORRIS-OXFORD 13.9 H.P.			
56" TRACK-106 1/2" WHEELBASE.			
TOURING	4 Seater	255	275
SALOON	4 Seater	335	310
MORRIS-OXFORD 15.9 H.P.			
56" TRACK-114" WHEELBASE.			
(4-speed gear)			
TOURING	4 Seater	365	355
SALOON	4 Seater	435	400
MORRIS LIGHT SIX 17.7 H.P.			
2468 c.c.—Approx. 2 1/2 litres.			
TOURING	4 Seater	—	360
SALOON	4 Seater	—	405



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CRICKET.

R.A.S.C. BEAT R.A.M.C.

In a friendly match on the Chinese Recreation Club ground yesterday, the Royal Army Service Corps beat the Royal Army Medical Corps easily by 83 runs. Batting first the winners declared at 118 for 5 wickets and then dismissed their opponents for 35 runs only. Bowling honours were divided among Newberry, Lyons and McIntyre who took 3 wickets each. S.Q.M.S. Moss was top scorer with 37 runs.

R.A.S.C.	
Major Langley, b Collins	20
S.Q.M.S. Moss, b Tienan	37
S/Sergt. Wood, c Tienan	1
b Barnes	23
S.Q.M.S. Newberry, c Dodshon, b Tienan	20
Pte. Lyons, c Tienan	1
Barnes	20
S.Q.M.S. Glenn, not out	17
L/Corpl. Tibbs, not out	0
Extras	9

Total (dec. for 5 wks.) 145

S/Sergt. Wilkinson, L/Corpl. McIntyre, L/Corpl. Fennell, Pte. Hawkins did not bat.

Bowling Analysis.	
	O. M. R. W.
Cottingham	3 0 26 0
Barnes	9 1 31 2
Tienan	10 1 48 2
Ivagh	3 1 10 0
Collins	8 0 24 1
Shepherd	1 0 1 0
* Bowled 2 No balls.	

R.A.M.C.	
Snoad, b Newberry	0
Cottingham, supd. Woods, b Lyons	1
Ivagh, c McIntyre, b Newberry	3
Shepherd, c and b Lyons	1
Tienan, played on b Newberry	23
Barnes, b Lyons	4
Dodshon, b McIntyre	3
Gosling, run out	1
Waters, stpd. Woods, b McIntyre	0
Collins, not out	11
Hill, b McIntyre	0
Extras	5
Total	63

Bowling Analysis.	
	O. M. R. W.
Newberry	5 1 18 3
Lyons	4 0 14 3
Moss	3 0 16 0
McIntyre	3 0 9 3

FOOTBALL.

THE F.A. CUP.

DRAW IN THE FOURTH ROUND.

[THROUGH REUTER'S AGENCY.]

LONDON, January 18th. The draw in the fourth round of the F.A. Cup is as under:—
Charlton or Bury v. Manchester U.
Rotherham or Exeter v. Blackburn.
Cardiff C. v. Liverpool.
Port Vale v. New Brighton.
Swindon v. Shel. Wednesday.
Southport v. Middlesbrough.
Derby C. v. Notts Forest.
Wrexham v. Birmingham.
Huddersfield v. West Ham.
Aston Villa v. Crewe.
Stoke City v. Bolton Wand.
Tottenham v. Oldham A.
Arsenal v. Everton.
Sheffield U. v. Wolves.
Reading v. Leicester.
Matches to be played on January 28th.

UNITED SERVICES SHIELD.

The following games are down for decision to-day:—
UNITED SERVICES SHIELD COMPETITION.

Senior.
H.M.S. Titania v. Scots Guards.
Happy Valley ground, at 4 p.m.
Junior.
K.O.S.B. v. H.M.S. Herald.
Sookunpoo ground, at 2.30 p.m.
Scots Guards v. H.M.S. Tanur.
Chatham Road ground, at 4 p.m.

ROWING.

HORNELL CUP RACE TO-MORROW.

The rowing race for the Hornell Cup between crews of the Asiatic Petroleum Company, Butterfield & Swire and the Hong Kong Electric Company is to take place to-morrow (Thursday) afternoon, from the Royal Hong Kong Yacht Club.

The race had been postponed and was to have taken place next Saturday, but has been arranged for to-morrow because a member of the B. & S. crew is leaving the Colony on Saturday morning. The race begins at 4.30 p.m.

GOLF.

PROVISIONAL INTERPORT TEAM.

The following team has been selected provisionally to represent Hong Kong in the Interport matches.

Should A. B. Stewart arrive before the first match and be willing and able to play, it is understood that one of the selected team will stand down.

T. D. E. Pendered (acting Captain).

Capt. F. D. Erskine.
L. R. Andrews.
Capt. H. F. Bloxham.
L. G. S. Bodwell.
G. Murray.

ROYAL HONG KONG GOLF CLUB.

ADAMSON CUP—JANUARY QUALIFYING COMPETITION.

W. Sayers 94—24=70 and A. E. Clarke 90—20=70, tie and play off.

Other scores:
J. McCubbin 89—12=77
W. McKay 85—19=77
C. H. McLeod 84—14=80
There were 12 entries.

BOXING.

DONALD DUNCAN ON SHANGHAI'S AUDIENCES.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 18th. The Americans have made boxing the principal sport in Shanghai; they think nobody in the world can touch them at this game," said Corporal Donald Duncan, Royal Australian, waterweight Champion of Shanghai, in an interview at his home near Beaufort.

"In my seven fights against Americans I found them good sports. Their crowds felt for me, too."

Corporal Duncan described the audiences at his fights as "wonderful." They numbered thousands, composed of all nationalities under the sun. "When an American won the Americans went mad, but they always treated me jolly well."

Two things he appreciated above all others that happened in Shanghai—the first was a letter in a local paper on the keenness of his second fight against the American, Braunstein, and the absence of harracking by the vast international audience, and the second was Major-General Duncan's smile and whispered "Namesakes" when he congratulated the Corporal before he left.

[REUTER'S AMERICAN SERVICE.]

Victory For Uzcudun.

BROOKLYN, Jan. 17th. In a ten-round contest Paolino Uzcudun beat the Bostonian, E. D. Keeley, with a technical knockout in the second round, the referee stopping the fight owing to the terrific punishment inflicted by the Spaniard.

Jack Delaney As Heavyweight.

NEW YORK, Jan. 17th. Jack Delaney, the ex-lightweight champion who is now aspiring for the heavyweight title, opened his campaign by knocking out Sally Montgomery, the ex-football star, in 22 seconds.

LOCAL INTERNATIONAL FIGHT.

The next boxing tournament under the auspices of the Hong Kong Boxing Association is to take place at the L. Theatre on Saturday, February 4th. Included in the programme will be an international contest between Joie Pinto da Silva, of the Portuguese Navy, and Iron Bux, a well-known local boxer.

The contest is one of ten rounds at catchweights. The men met previously in Mexico, and a good fight is promised here. The full programme for the tournament is not yet available. It is interesting to note that Mr. R. M. Dyer, President of the Association, is expected to be back in the Colony in time for the tournament.

ESCAPE BY THE UNDERGROUND.

LONDON, Dec. 16th. Detectives are still searching for the two suspects who made a dramatic escape through an underground railway tunnel, after an alleged attempted raid on Messrs. Ponting's Stores, High-street, Kensington, W.

The men, who are known to the police as clever criminals, and it is believed that their acquaintances are keeping them warned as to the movements of the detectives. The police have been warned that one of the men is likely to make a desperate effort to resist arrest.

When you pour from this bottle the whisky quickly runs up the neck, and the whisky will flow freely. Do not shake the bottle while the whisky is flowing.



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SHANGHAI HONG-KONG TIENTSIN

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A LONG FLIGHT.

THE "RED ROSE" REACHES SINGAPORE.

A BAD LANDING PLACE.

Mrs. Keith Miller and Captain Lancaster, who left England on October 15th in an Avro-Avian light aeroplane on a flight to Australia, arrived at Singapore from Kuala Lumpur on Saturday morning, January 9th. During their brief stay in Singapore they have been the guests of the Governor's Deputy (Sir Hayes Marriott) and Lady Marriott.

On enquiry the Singapore Free Press were informed that Mrs. Miller and Captain Lancaster intended to continue their flight, to Batavia, thence to Sourabaya and Port Darwin.

The Rose landed at Balestier Plain on Saturday, January 7th at 10.30 a.m. The flyers were met on the ground by the Governor's Deputy (Sir Hayes Marriott), Commander Oldershaw (Deputy Master Attendant) and representatives of the A.P.C. and Wakefields who were attending to the refuelling of the machine.

The aeroplane circled gracefully above the Plain twice and made a good landing, after a two and a half hour journey from Kuala Lumpur. On landing the aviators were opened fire on by batteries of cameras, and Mrs. Keith Miller's Bonzo, which is attached to the fuselage of the machine, was photographed many times.

Speaking to a Free Press reporter, Capt. Lancaster said they had now travelled 10,500 miles and still had to do about 2,500. He expressed the opinion that Singapore has the worst landing ground for any place of a similar size that he had "struck" so far.

The flyers were entertained to an informal dinner by the Committee of the Singapore Flying Club on Saturday. The Wing-Commander, (Mr. G. W. A. Trimmer) was in the chair, and besides Capt. Lancaster and Mrs. Keith Miller, Sir Hayes and Lady Marriott were also guests.

The Red Rose is an Avro biplane, fitted with a Cirrus Mark II engine similar to those of the Flying Club machines. The machine itself is very similar to the two machines which will be used by the Flying Club.

Arrival At Kuala Lumpur.

The Red Rose arrived at Kuala Lumpur shortly after noon on Friday. After circling over the town, the machine made a graceful descent and a perfect landing, such skill being shown that a mere hundred yards stretch of turf would have sufficed.

The flyers were to have left Taping at 6 a.m., but when the engine was started up it was found that the petrol tank was leaking, and work on this delayed the start, which was made at 10.15 a.m. As the Red Rose slowed down after landing, Mrs. Keith Miller, clad in Khaki shirt and shorts, and wearing no stockings, jumped nimbly to the ground and, assisted in swinging the machine's head round in the desired direction.

After greetings and introductions, Mrs. Keith Miller and Capt. Lancaster proceeded by car to Government House.—M.M.

£20,000 BULLION IN A CAB.

MEMORIES OF AN OLD DRIVER.

A driver who drove a cab in the days when policemen wore top-hats, and horse-drawn omnibuses plied for hire, attended the meeting of the Calldrivers Benevolent Association. He is Mr. Alfred Noyes and is seventy-six years of age.

Noyes was a cabman, driving his four-wheeler about London in 1871. His old "growler" jostled in the Strand and Cannon-street with oil-lubricated, the conductors of which lived perilous lives balanced on the "monkey-board" at the back.

"There wasn't much directing of traffic in those days," said Noyes to a press representative. "I held my licence for more than forty years and never had a police summons of any kind. That is, I should think, a record."

"I was a privileged cabman at Cannon-street Station for most of that period, and so I drove a good deal for some of the big City men. I used to drive Baron Rothschild from his bank in New Court, St. Swithin's-lane, regularly to the Mint and back, and after his death I drove the late Mr. Rothschild on Fridays to Euston when on his way to his country house for the weekend."

"I sometimes carried bars of gold for the Rothschilds, and on one occasion had as much as £20,000 in bars in my old cab. They were generous people. Lord Rothschild always paid me double my fare to Euston, and for more than thirty years they sent me a goose every Christmas."

Noyes worked during the war at filling shells at Woolwich. He had to give up cab driving owing to failing sight and lameness.



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The magnificent President Liners are broad of beam and exceptionally steady. A fine oil burner, swift express liners. The public rooms are luxuriously appointed and equipped with beds—not berths. Each room has hot and cold running water, also lavatories, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these great passenger liners. The Cuisine is most famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining. The decks are spacious. The Glaxo-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these great passenger liners outstandingly popular among travelers.

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TO SAN FRANCISCO and LOS ANGELES	TO SEATTLE and VICTORIA
The Sunbeam Line via Honolulu	The Short, Straight Route to America
Fortnightly sailings on Tuesdays	Fortnightly sailings on Wednesdays
Pres. Cleveland...Tues. Jan. 31st	Pres. Lincoln...Wed. Jan. 25th, 9 a.m.
Pres. Pierce...Tues. Feb. 14th	Pres. Madison...Wed. Feb. 8th
Pres. Taft...Tues. Feb. 28th	Pres. Jackson...Wed. Feb. 22nd
Pres. Jefferson...Tues. Mar. 13th	Pres. McKinley...Wed. Mar. 7th

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

TO EUROPE AND NEW YORK

TO EUROPE AND NEW YORK	TO MANILA
Fortnightly sailings on Tuesdays via Manila, Suez, Colombo, Socar Canal, Alexandria, Naples, Genoa, Marseilles, Bremen, Hamburg, London, New York	Fortnightly sailings on Tuesdays
Pres. Wilson...Sun. Jan. 29th, 6 a.m.	Pres. Polk...Sun. Mar. 11th
Pres. Van Buren...Sun. Feb. 12th	Pres. Adams...Sun. Mar. 25th
Pres. Hayes...Sun. Feb. 26th	Pres. Garfield...Sun. Apr. 8th
Pres. Cleveland...Jan. 29th, 6 p.m.	Pres. Pierce...Feb. 6th, 6 p.m.
Pres. Wilson...Jan. 29th, 6 p.m.	Pres. Van Buren...Feb. 12th, 6 p.m.
Pres. Madison...Jan. 31st, 6 p.m.	Pres. Jackson...Feb. 14th, 6 p.m.

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From Marseilles	For Shanghai and Japan
D'ARTAGNAN...20th Jan.	D'ARTAGNAN...20th Jan.
G. METZINGER...1st Feb.	G. METZINGER...1st Feb.
SPHINX...15th Feb.	SPHINX...15th Feb.
PORTHOUS...29th Feb.	PORTHOUS...29th Feb.

From Dunkirk, Antwerp, London	For Marseilles
YANG TSE (Cargo)...27th Jan.	ANGERS...31st Jan.
YALOU (Cargo)...25th Feb.	D'ARTAGNAN...14th Feb.
	G. METZINGER...28th Feb.
	SPHINX...18th Mar.
	PORTHOUS...27th Mar.

For Shanghai, Japan and North China	For Rotterdam, Hamburg, Dunkirk
YANG TSE (Cargo)...27th Jan.	LE ST LOUBERT...1st week Feb.
YALOU (Cargo)...25th Feb.	BIE (Cargo)...1st week Mar.
	YANG TSE (Cargo)...1st week Mar.

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Revised by Members.
PRICE 25.

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MANSLAUGHTER CHARGE.

STUDENT IN THE DOCK.

PROSECUTION CONCLUDED.

MR. TURNER'S SPEECH FOR DEFENCE.

The manslaughter charge, which is the sequel to a schoolboy quarrel at the South China Athletic Association on Christmas Day, was continued before Mr. R. E. Lindsell at the Central Police Court yesterday morning and afternoon. During the afternoon hearing the case for the prosecution was concluded, and Mr. L. D. Turner asked that the case should be dismissed. The Magistrate, however, thought that defendant should go before a jury, and Mr. Turner announced his intention of calling witnesses for the defence. Dr. Anderson then gave medical evidence.

The Morning Session.

Lo Chi Ming, the only witness who maintained that the blow was struck with the clenched fist, was recalled. He stated that he was standing about a foot from the deceased, whose back was obliquely towards him. In spite of the evidence of other boys, he maintained that he stood up to watch the fight. Wong Man Kai was the only one who stopped the fight; he himself did not interfere as he was not strong enough. Chan Ying Kuen, who was one of the party on the sofa, said that about 7.15 defendant came into the room and soon came over to the sofa. He touched defendant's cheek with his fingers and defendant appeared to be angry and kicked defendant on the right knee. The defendant slapped defendant on the lower part of his cheek. The smack was quite gentle. No one but the deceased got up from the sofa with the defendant or at any time during the quarrel. In reply to His Worship, witness stated that he was prepared to swear that the blow was not struck with the fist he would also swear that it did not land above the line between eye and ear. It was well below that. As a result of the smack defendant had a small red mark on his left cheek.

Voluntary Witness.

Lo Man Pun, elder brother of the earlier witness, Lo Chi Ming, came in time to see Wong Man Kai separating the two. Deceased sat down holding his hand to his head. There were tears in his eyes and he appeared to be in great distress. The defendant sat down, continued witness, and I went up to him and pulled his ear saying "You have been bullying the youngster, have you?" He got up and chased me. The next evening he went to the deceased's house, suspecting something might be wrong as he had not seen deceased all day. That same evening he took Sub-Inspector Stimson and a Chinese detective to the police station where he was discovered at a defendant's house. He then returned with them to the Central Police Court, where he made a statement.

Cross-Examination.

Mr. Turner: Was deceased your net? I used you to called him your net?—Never. Used you to take him out, and to the cinema—I took him to the cinema once, and for about three weeks.

Referring to the visit to the house of deceased, witness maintained that he mentioned the fight before he heard anything of the fall in the street. He added that it was only when asked point blank by deceased's people that he mentioned the trouble with the defendant.

This witness voluntarily came forward and asked to give evidence. He was never called on by the police, but was asked by friends of the deceased.

Very Startled.

Inspector Lane gave evidence that he was in the Charge Room at the Central Police Court when defendant was brought in. He cautioned him and he made the following statement in English "I did not strike him. We were only playing. I only gave him a light smack on the face."

In cross-examination Inspector Lane stated that defendant appeared very startled by the announcement of the boy's death.

Inspector Lane further said that the police did not intend to call the last witness, Lo Man Pun. His original statement was valueless as he did not mention the hair-pulling incident, the remark about bullying, or the position of the mark on deceased's face, which he subsequently stated was on the left temple.

The sister of the deceased then gave evidence corroborative of that of the mother, and the Chinese detective gave evidence of arrest. This concluded the case for the prosecution.

SPEECH FOR THE DEFENCE.

Mr. L. D. Turner opened his speech for the defence by expressing the sympathy of his client and family, and of himself, with the family of the deceased. He would

(Continued on next column.)

U.S. BANKER ON BRITISH TOLERANCE.

A PLEA FOR CHINESE COOPERATION.

A dinner was given at New York on December 14th by the Institute of Pacific Relations in honour of Sir Frederick Whyte, who is returning to England after attending the Pan-Pacific Conference and paying a visit to Hong Kong. A number of prominent business men were among the 300 guests present. Sir Frederick Whyte declared that China, having at least temporarily—spurred—Russian influence in her internal affairs, was now open to the help that America and Great Britain could give her and would welcome it.

Mr. Thomas Lamport, of Messrs. J. P. Morgan & Co., who presided, declared: "These who have had direct contact with the Chinese have faith that their innate qualities of sobriety, common sense, and intelligence will finally bring them out of this welter of civil war and banditry." Mr. Lamport further said he took no stock of the outcry of the Chinese against foreigners. "The British people, who for decades past have poured money into the building of railways in China, from which the Chinese community have benefited immeasurably, are not witnessing the destruction of their property. Yet they are again refraining, for fear of wounding Chinese susceptibilities, from taking action adequate to protect their properties. If only, Mr. Lamport concluded, "our friends the Chinese, realising how keen our sympathy and interest are, could compose their differences to the point of jointly inviting the amicable co-operation of foreign interest, I am certain that the American, British, and Japanese would all three go a long way in sinking national interests in an earnest and sincere endeavour to serve the common cause."

have done this all the more willingly if he had not noticed signs of a desire for revenge.

The evidence of the blow and of the cause death are before your Worship," continued Mr. Turner. "Can your Worship reconcile the two?"

Apart from the acute conflict caused by the evidence of Lo Chi Ming, all the other witnesses were consistent in their description of the smack as gentle. There were also two further eye-witnesses who had not been called, but who were prepared to give evidence to the same effect. His Worship would remember that Lo Chi Ming had shifted his ground. He talked of getting up from the sofa though all the other eye-witnesses swore that he did not. Could his Worship give any credence to his evidence? He had tried to be clever than cross-examining counsel.

Evil Genes.

"I can only describe him and his brother Lo Man Pun as the evil genes of the case," continued Mr. Turner. "Lo Man Pun, a Chinese, was an entirely different character from the evidence which he gave to-day. All the sting was put into it afterwards."

"We are not concerned with what caused the death, and the only evidence is of a blow which the police doctor says could not have that result. I confidently ask that the defendant be discharged."

MAGISTRATE'S VIEW.

His Worship: "I can only look at this case from one point of view. I feel that the evidence of the prosecution is in many ways unsatisfactory, and that no jury would convict, but I do think the defendant's blow caused death and I feel defendant should answer to a jury."

Mr. Turner: "I shall call further evidence of the nature of the blow." His Worship: "Very good, Mr. Turner. I think you have a case to answer."

Medical Evidence.

Dr. Anderson stated that of the alternatives a fall in the street was likely to cause the death, as the smack as demonstrated could not possibly have that result. A fall on some projecting surface, in the street would not necessarily cause lesion of the skin, if the projection were blunt, or sufficiently protected; for example a coat sleeve or the brim of a hat would be sufficient. It was unlikely that the defendant's fall could raise a swelling five inches by four inches.

It there had been a fall in the street, he would expect to find small bruises on other parts of the body, but there might not be any. These bruises might take at least 12 hours to develop.

A Change Of Bail.

Mr. Turner asked His Worship that there might be a change in the nature of the bail. Defendant's father and friends were not people of wealth, and \$1,000 cash was a very severe financial strain upon them at Chinese New Year. He could offer a bond on a reputable firm for a considerably greater sum. His Worship fixed bail at \$500 cash, with one or more sureties for the remaining \$500.

The case was adjourned until 11 a.m. on Thursday, and will be continued at the same hour on Friday if necessary.

A FULL SHIP

THE "PRESIDENT GRANT" LEAVES.

The American Mail liner President Grant, on her tenth voyage Eastbound, sailed from Hong Kong at 3.30 a.m., with a capacity list of both first class and steerage passengers. Of the 130 first class and 630 steerage on board, 101 and 173 respectively, were from Hong Kong.

Prominent among the first class passengers from this port were—Mr. W. E. Hollands and Mr. A. T. Hamilton, Secretary and President of Hong Kong Football Association in charge of the Interport Soccer team, visiting Shanghai.

Mr. H. M. McTavish, in charge of the Hong Kong Interport Rugby team, also going to Shanghai.

Mr. P. K. Lee, Secretary of the Chinese Athletic Association in charge of the Southern China Interport footballers.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE]

REGUL. JAN. 16th

Place	Rate
Paris	124
Brussels	34.38
Amsterdam	12.04
Berlin	20.47
Copenhagen	15.29
Vienna	34.62
Helsingfors	193
Lisbon	2.13/32
Bucharest	730
Buenos Aires	47.13/18
Bombay	1/81/16
New York	4.87/13/2
Geneva	23.31
Madrid	22.80
Stockholm	18.3
Oslo	15.33
Prague	164
Madrid	25.4
Athens	367
Rio	5.15/16
Shanghai	2/2
Yokohama	1/11.13/32
Hong Kong	2/91
Silver (spot)	251
Silver (forward)	263/16

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 17th.

Time	Barometer	Temperature	Humidity	Wind	Direction	Force	Weather	Rain
Previous Day at 2 p.m.	30.09	67	63	E	E	3	O	0.00
On Day at 2 p.m.	30.12	62	59	E	ESE	3	O	0.00
At 6 a.m.	30.07	57	57	E	ESE	3	O	0.00
At 3 p.m.	30.12	62	59	E	ESE	3	O	0.00

Lowest open-air Temperature, 16.5; 67. Highest open-air Temperature, 74.5; 61.

B-Blue sky; C-Cloudy; D-Drizzle; E-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From January 18th to 24th, 1928.

Days of Week	Date	High Water		Low Water	
		Time	Height	Time	Height
Wed.	18	6.28	4.0	1.6	2.9
Thurs.	19	7.44	4.0	1.6	2.9
Fri.	20	8.42	4.0	1.6	2.9
Sat.	21	9.32	4.0	1.6	2.9
Sun.	22	10.14	4.0	1.6	2.9
Mon.	23	10.51	4.0	1.6	2.9
Tues.	24	11.27	4.0	1.6	2.9

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF CALCUTTA"

having arrived, Consignees of Cargo

are hereby notified that their Cargo is

being landed at their risk into the

hazardous and/or extra-hazardous Go-

downs of Holt's Wharf, whence Delivery

may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after 23rd

January, 1928, will be subject to Rent.

All Claims against the Underinsured

must be presented to the Underinsured

on or before 20th January, 1928, or

they will not be recognized.

All broken, chafed and damaged Goods

are to be left in the Godowns, where they

will be examined on any Tuesdays or

Fridays, between the hours of 10.45 A.M.

and Noon, within the Free Storage

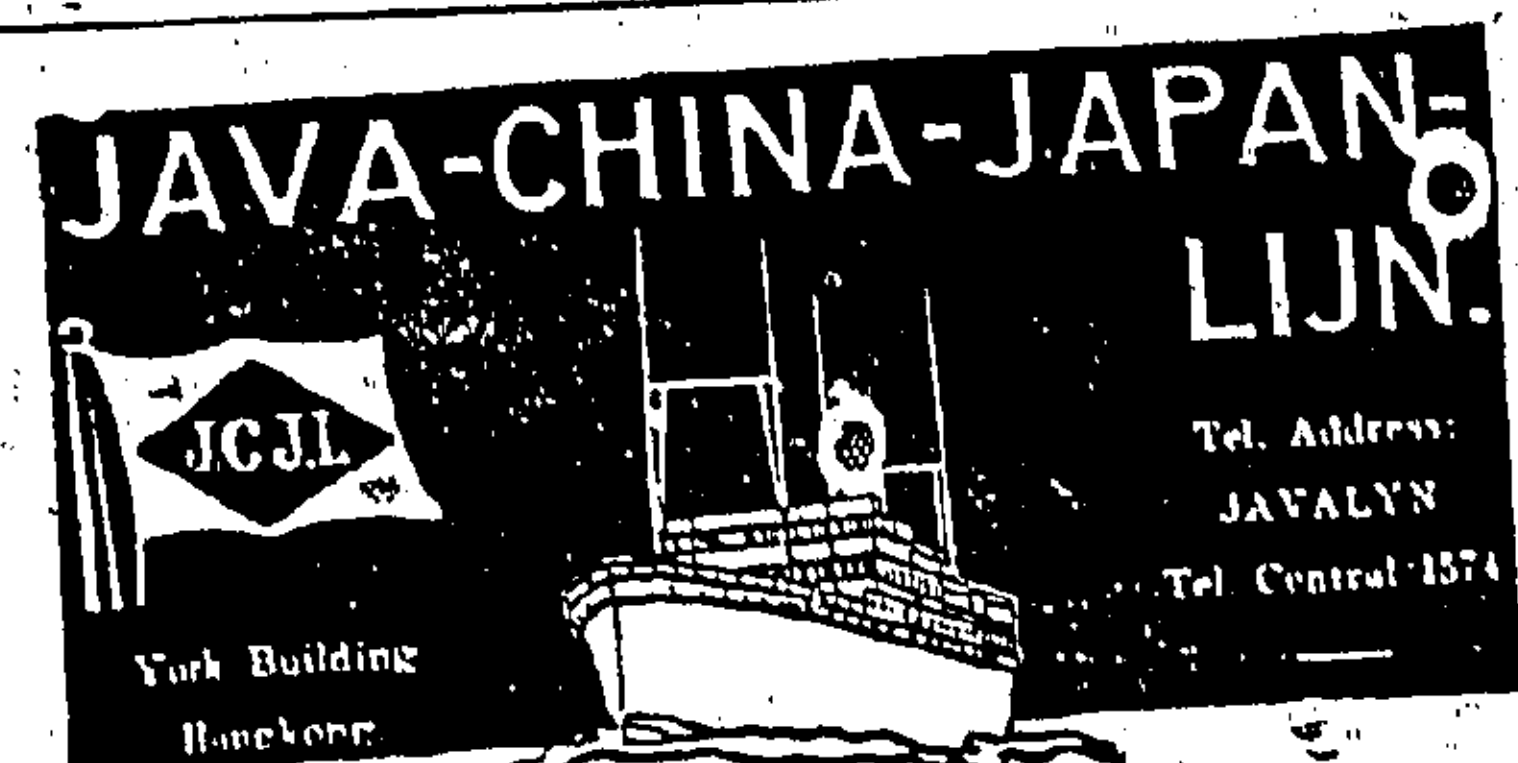
period of One Week.

No Fire Insurance has been effected.

THE BANK LINE LTD.,

General Agents.

Hong Kong, 16th Jan., 1928. [5788]



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN

STEAMERS	FROM	DEPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	N. C. & AMOT	1st Port	18th Jan.	BATAVIA
TJISONDARI	BATAVIA	10th Jan.	21st	AMOT, SHAL, K'LUNG
TJISAROE	SHAL, K'LUNG	23rd	25th	BATAVIA
TJIBODAS	JAVA, MACASSAR	30th	1st Feb.	AMOT & N. CHINA
TJIBEBANG	BATAVIA	2nd Feb.	5th	AMOT, SHAL, K'LUNG
TJISONDARI	SHAL, K'LUNG	8th	8th	BATAVIA
TJIBODAS	JAVA, MACASSAR	15th	15th	AMOT & SAIGON
TJISAROE	N. C. & AMOT	19th	19th	MACASSAR & JAVA
TJIBEBANG	BATAVIA	26th	26th	AMOT, SHAL, K'LUNG
TJIBODAS	SHAL, K'LUNG	29th	29th	BATAVIA

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NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "NELLORE"

ARRIVED HONG KONG ON 15th JANUARY, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf, and Godown Company's Godowns at Kowloon, where Delivery can be obtained.

Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underinsured on or before 4th February, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd January, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underinsured on or before 4th February, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd January, 1928, will be subject to Rent.

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CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & TSINGTAO	"SHANTUNG"	On 18th Jan.	5 p.m.
HAIPHONG	"NEWCHOW"	On 20th Jan.	10 a.m.
SHANGHAI & TSINGTAO	"SUICHANG"	On 21st Jan.	7 a.m.
SHANGHAI	"LINAN"	On 23rd Jan.	7 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 24th Jan.	7 a.m.
HAIPHONG, PAKHOI & SINGAPORE	"KAYING"	On 25th Jan.	5 p.m.
HAIPHONG	"NANNING"	On 28th Jan.	Noon
AMOI, SWATOW & SINGAPORE	"ANKING"	On 29th Jan.	7 a.m.
SWATOW, SHANGHAI & DALNY	"LUCHOW"	On 29th Jan.	8 a.m.
SWATOW & SHANGHAI	"KALGAN"	On 29th Jan.	10 a.m.
AMOI, SHANGHAI & TSINGTAO	"SINKIANG"	On 30th Jan.	5 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 31st Jan.	8 a.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 4th Feb.	7 a.m.
SWATOW, SHANGHAI & DALNY	"LIANGCHOW"	On 5th Feb.	8 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 5th Feb.	10 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 6th Feb.	7 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 15th Feb.	4 p.m.

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To \$60 SINGLE and \$90 RETURN.

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HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days from Hong Kong on or about	Days from Sydney on or about
CHANGTE	7th February	14th February
TAIPING	16th March	16th March
CHANGTE	6th April	13th April
TAIPING	11th May	18th May

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s.s. "CITY OF KIMBERLEY"	Via Suez Canal	20th February
s.s. "LYOON"	Via Suez Canal	9th March
s.s. "CITY OF DURHAM"	Via Suez Canal	23rd March
s.s. "RHESUS"	Via Suez Canal	6th April
s.s. "CITY OF DUNKIRK"	Via Suez Canal	20th April

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IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON AND NEW YORK

M.V. "JAPANESE PRINCE" ... 29th January
M.V. "CHINESE PRINCE" ... 21st February.

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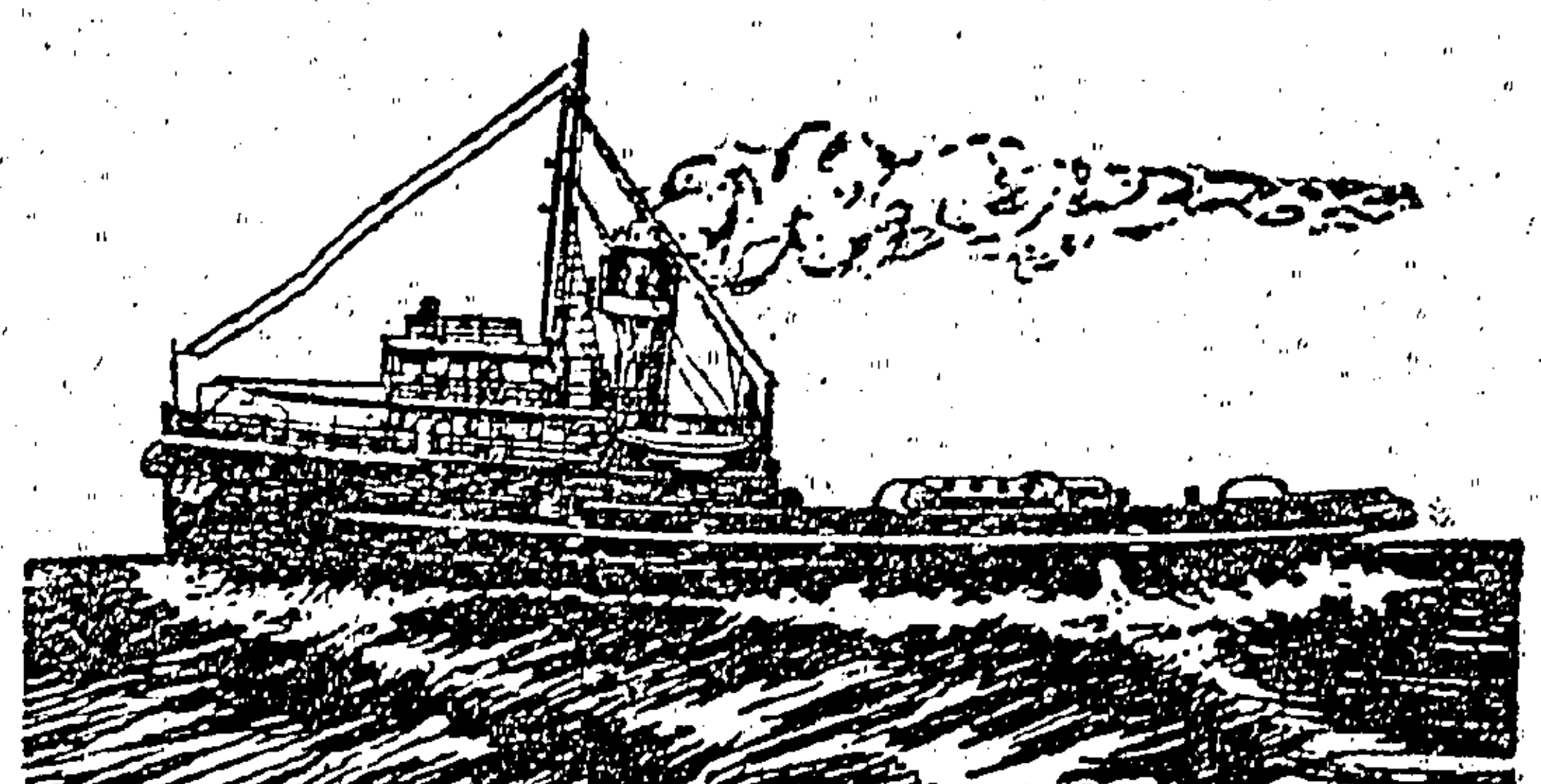
Shipping News Arrivals and Departures, etc.

ARRIVALS.	PASSENGERS.	CHINA COAST.
January 18th. Anhalt, German str., 4,047 tons. Capt. M. Mashagen, from Bremen and Singapore. The latter port she left on January 9th, with a general cargo, lying at Kowloon Wharf—Melchers & Co. Kwangchow, British str., 1,553 tons. Capt. R. Ritchie, from Bangkok and Hongkong. The latter port she left on January 8th, with a general cargo, lying at Kowloon Wharf—Melchers & Co. Tak Hing, Chinese str., 105 tons. Capt. Lo Sau, from Amoy, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi Co. Tipton, Dutch str., 5,774 tons. Capt. J. J. Duit, from Surabaya and Balikpapan. The latter port she left on January 8th, with a general cargo, lying at Kowloon Wharf—N.Y.K. Chenoweth, French str., 24,000 tons. Capt. Durieux, from Japan and Shanghai. The latter port she left on January 14th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes. Nanchang, British str., 1,566 tons. Capt. Umpleby, from Canton, lying at buoy No. C5—B. & S. Nanchang, British str., 1,501 tons. Capt. A. Hardie, from Amoy, with a general cargo, lying at buoy No. B12—B. & S. Pioneer, Norwegian str., 1,376 tons. Capt. E. D. Knutsen, from Saigon, which port she left on January 12th, with rice and general cargo, lying at buoy No. C11—Pan Yuen Hong. Toku Maru, Japanese str., 1,112 tons. Capt. J. Matsumoto, from Port Cansu, which port she left on January 14th, with a cargo of coal, lying at Stonecutters—Y.K.K.	Arrivals. Per s.s. <i>Ali Maru</i> , from Japan, on January 17th:—Mr. R. Yokosaki, Mr. J. M. Robert, Mr. A. Han, Mr. H. Oki, Mrs. N. Boe, Mr. J. Doe, Mr. K. Ohtani, Mr. K. Take, Mr. Y. Wada, Mr. M. Hashimoto, Mr. K. Matsura, Mr. A. Nagata, Mrs. S. Kashiwagi, Miss Y. Kashiwagi, Master T. Kashiwagi, Mr. M. Sugimoto, Mr. K. Tanaka, Mr. M. Tamada, Mr. T. G. Hitch, Mrs. H. Hitch, Miss A. M. Hitch, Miss R. L. Hitch, Mr. K. Ohtsuka. Departures. Per s.s. <i>Ali Maru</i> , from Yokohama, on January 17th:—For Hong Kong: Mr. T. Nakamura, Mr. R. Yokosaki, Mr. J. M. Robert, Mr. A. Han, Mr. H. Oki. Per s.s. <i>Chenoweth</i> , from Hong Kong for Marseilles via ports, on January 17th:—Mr. T. P. Cochrane, Mr. Rizza, Rev. Father Men, Mr. R. L. Vesser, Mr. G. Apfelbaum, Mr. F. M. Gispert, Rev. Father M. J. Pita, Mr. J. Pita, Mr. J. Velasco, Rev. E. G. Domohue, Mr. R. Ruiz de Villa. Per s.s. <i>President Lincoln</i> , left Hong Kong for Manila, on January 17th:—Mrs. J. Ward Cohen, Master J. Ward Cohen, Jr., Mr. Mariano Delphino, Mr. and Mrs. Joshua E. Elder, Miss Paz Gloria, Mrs. R. W. Guelick, Mr. Henry F. Honerlah, Mr. Tatsuaro Koyama, Mrs. Mary Ladow, Mr. Bhagchand Manghamal, Mr. Dana G. Maxwell, Mrs. May McLeod, Mr. A. H. Haymond, Mrs. J. P. O'Connor, Miss Julia Schuck, Mrs. Anna Spero, Miss Amelia Schneefsky, Mr. and Mrs. Frederick W. Skindels, Mr. Geo. M. Allen, Mr. O. C. Steen, Mr. and Mrs. A. W. Talmie, Mr. G. Cuillier, Mr. Wooding. Per s.s. <i>President Grant</i> , for San Francisco via Shanghai and ports, on January 17th:—Mrs. W. W. Wainwright, Miss J. V. Lee, Mrs. Karol S. Maryanska, Miss Margaret Naslin, Master R. S. Naslin, Mr. Thos. P. Naslin, Mrs. L. E. Naslin, Mrs. R. E. Naylor, Mrs. B. Russel, Lt. and Mrs. E. E. Rea, Master E. L. Rea, Mr. and Mrs. Eugenio Lopez, Mrs. Dorothy C. Beach, Mr. Francisco Calvo, Mrs. F. J. Field, Mr. and Mrs. Guy Garland, Lt. W. E. Griffin, Mrs. Rosario Ossorio, Dr. Antonio Sison, Mr. and Mrs. J. E. Steverot, Miss Margaret Wright, Mr. C. Doktor, Mr. Leroy Freeman, Mr. Jose Guerrero, Mrs. G. M. John, Master Billy John, Hon. Manuel Nitro, Miss Carmen Pena, Mrs. Aurora Quezon, Miss Maria Quezon, Miss Maria Z. Quezon, Master Manuel L. Quezon, Miss Rufira Sarmiento, Miss Helen Weirick, Mrs. B. M. Jones, Master H. M. Jones, Mr. L. W. Harris, Jr., Master King Harris, Mr. N. P. Adjeu, Mr. and Mrs. P. D. Hann, Mr. T. L. Foster, Mr. Akhurst, Mr. G. P. S. Davies, Mr. J. H. Dale, Mr. Wells, Mr. Garrard, Mr. Thompson, Mr. G. F. H. Richard, Mr. J. B. Keely, Mr. R. F. Wright, Mr. Beveridge, Mr. Raikes, Mr. F. H. Traves, Mr. G. P. Lammert, Mr. L. M. S. Lloyd, Mr. A. E. Pritchard, Mr. and Mrs. F. H. Barnes, Mr. Grant, Mr. W. E. Hollands, Mr. A. T. Hamilton, Mr. A. H. McBride, Mr. H. M. McTavish, Mr. J. Sim, Mr. H. McTavish, Rev. P. F. Alexander, Mr. W. L. Clark, Mr. C. F. Penndios, Mr. A. V. Gueano, Mr. P. M. Xavier, Mr. L. A. Rocha. (Continued on next Column.)	CHANGES IN OFFICER PERSONNEL. The following are the latest changes in officer personnel on the China Coast:— Mr. D. H. Maxwell, from reserve, has gone acting second engineer, <i>Quichow</i> . Mr. J. Smith, second engineer, <i>Quichow</i> , is on reserve. Mr. J. A. Craig, from Home leave, has gone supply chief engineer, <i>Kingman</i> . Mr. A. B. Bowler, supply second engineer, <i>Hsin Peking</i> , has gone second engineer, <i>Shengking</i> . Mr. A. Jeffrey, from reserve, has gone third engineer, <i>Wuchang</i> . Mr. G. Cormack, supply chief engineer, <i>Yungking</i> , has gone supply chief engineer, <i>Shengking</i> . Mr. J. W. Anderson, second engineer, <i>Wuchang</i> , has gone second engineer, <i>Tientsin</i> . Mr. J. A. Murphy, second officer, <i>Tuckoo</i> , has gone acting chief officer, same ship. Mr. L. Bones, chief officer, <i>Tuckoo</i> , is on Home leave. Mr. G. W. Russell, from Home leave, has gone chief engineer, <i>Kiangsu</i> . Mr. J. Bennis, chief engineer, <i>Kiangsu</i> , is on reserve—Shipping and Engineering.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

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Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 128 ft., Breadth 34 ft., Depth 17 ft., L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and a modern appliances for Salvage Works.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"YATSHING" "FOOHSING" "KWONGSANG" "CHAKSANG"	Wed., 25th Jan., at 7 a.m. Sun., 28th Jan., at 7 a.m. Wed., 1st Feb., at 7 a.m. Sun., 5th Feb., at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"KUTSANG" "FOOKSANG"	Wed., 18th Jan., at 7 a.m. Mon., 18th Feb., at 7 a.m.
OSAKA via AMOI, SHANGHAI, MOI & KOBE	"LAISANG"	Sun., 25th Jan., at 7 a.m.
CANTON	"FOOHSING" "KWONGSANG"	Thurs., 18th Jan., at 4 a.m. Wed., 20th Jan., at 9 a.m.
STRAITS & CALCUTTA	"NAMSANG" "KUMSANG"	Wed., 1st Feb., at 3 p.m. Tues., 7th Feb., at 3 p.m.
SANDAKAN	"HINSANG"	Wed., 25th Jan., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON 282.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.

Steamship "GLENIFFER"	(via Oran)	25th January
Motor Vessel "GLENAMOI"	(via Oran)	2nd March
Motor Vessel "GLENLUCE"	(via Oran)	4th April
Motor Vessel "GLEGARRY"	(via Oran)	2nd May

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOI"	25th January
Steamship "GLENAMOI"	25th January
Motor Vessel "GLENLUCE"	2nd February
Motor Vessel "GLENLUCE"	24th February
Steamship "CARMARTHENSHIRE"	5th March

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.

Cabin class:	2nd January
First class:	2nd January
Intermediate class:	2nd January
2nd class:	2nd January
3rd class:	2nd January

NEXT SAILINGS

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CLASS CLASSES AND 150 INTERMEDIATE CLASS PASSENGERS	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN)	ARRIVAL FROM SHANG- HAI AND SAILINGS FOR GENOA, AMSTER- DAM, ROTTER- DAM & HAMBURG.
s.s. "SAARBRUECKEN"	19th Jan.	11th Feb.
s.s. "COLENZ"	14th Feb.	10th Mar.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
*s.s. "KOENIGSBERG" ... on or about 20th Jan., 1928.
NEXT ARRIVALS FROM EUROPE:
s.s. "AUGSBURG" ... on or about 4th Feb., 1928.
* Will Call at Marseilles besides the usual ports.
For Freight, Passage and further Particulars, please apply to:—

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Telephone C. 4557.
3, Queen's Building, Chater Road.
HONG KONG. [30]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

SWATOW, AMOI & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)	
* HAINING	Thursday, the 19th January, at 4 p.m.
* HAINING	Thursday, the 26th January, at 2 p.m.

* For Swatow only.

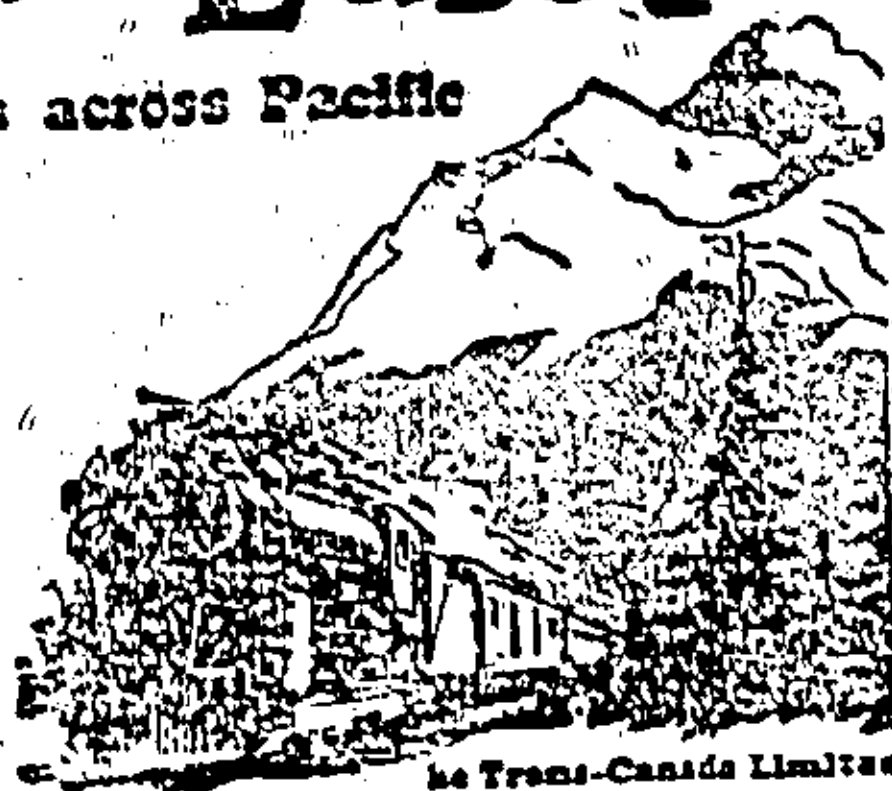
Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Fookchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAPEAIRE & CO.,
General Managers.

When you go home—go by Canadian Pacific to Europe

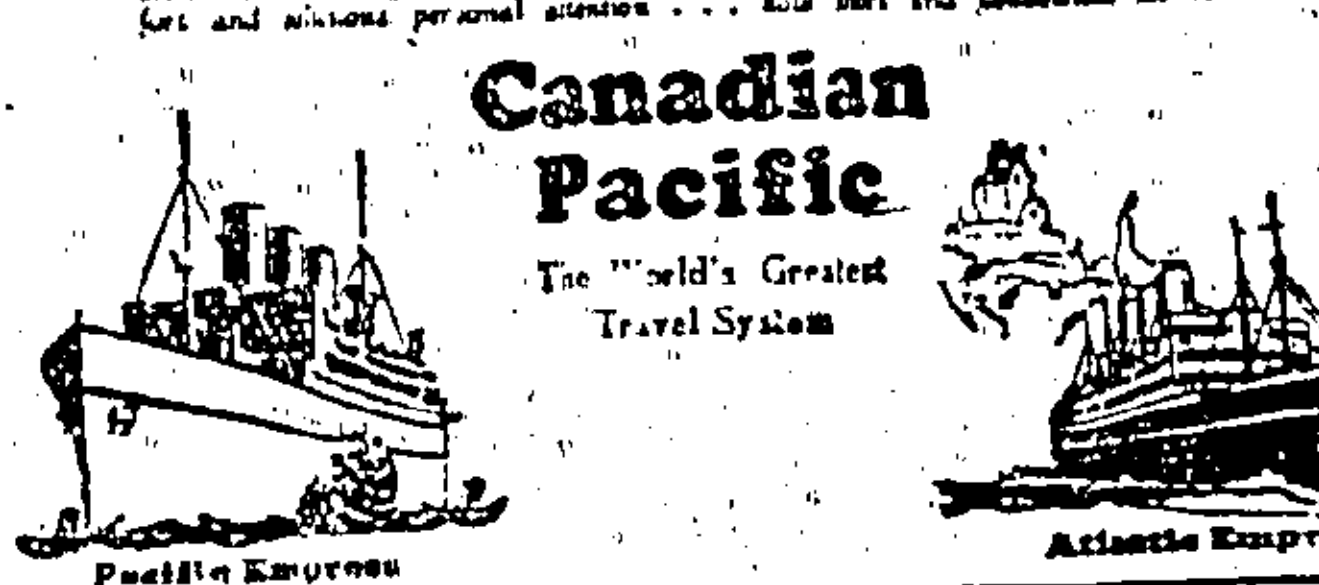
Only 9 days across Pacific from Japan!

Shortest—Most interesting Way!



FAST travel time with cool comfort and variety of route will be invaluable to you or the members of your family on the return trip home. Empress of the Pacific are largest and fastest. Canadian Pacific is the shortest rail route across Canada... through North America's 20 Switzerland in One. And from Montreal or Quebec, the Empress of the Atlantic and Cabin Class Ships sail one third the way to Europe on the shortest St. Lawrence... with only about 4 days open sea. The splendid Empress of the Pacific are typical of Canadian Pacific Railway and Atlantic Services... all one management. Each transfer means but a step from one to the other. Observation and observation-compartment cars on its great scenic rail route. Magnificent hotels too... if you can leave at Victoria and Vancouver, at mile-high Banff and Lake Louise, at Montreal and Quebec.

Empress of Canada — Empress of Asia — Empress of Russia
Sailing frequently from Manila, Hong Kong, Shanghai, Kobe and Yokohama
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Let a Canadian Pacific agent... who will gladly call... all you have to do is to book your passage... how short and convenient the route... and numerous personal services... how short and convenient the route...



N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$120, \$119, \$110, \$102, \$93; via SAN FRANCISCO.
\$840, \$840 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TENYO MARU	Sunday, 29th Jan.
SIBERIA MARU	Tuesday, 6th Mar.
LONDON via Singapore, Suez, Marseilles & Ports.	
HARUNA MARU	Saturday, 23rd Jan.
KAMO MARU	Saturday, 11th Feb.
KATORI MARU	Saturday, 25th Feb.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday, 18th Jan.
MISHIMA MARU	Wednesday, 22nd Feb.
BOMBAY via Singapore, Penang & Colombo.	
MALACCA MARU	Monday, 27th Jan.
TAMBA MARU	Saturday, 11th Feb.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
CINYO MARU	Monday, 6th Feb.
SOUTH AMERICA (East Coast) via Singapore, Cape Town, & Ports.	
KAMAKURA MARU	Thursday, 19th Jan.
NE-YOKA and/or BOSTON via PANAMA.	
TATSUNO MARU	Friday, 10th Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	
DELAGOA MARU	Tuesday, 7th Feb.
CALCUTTA via Singapore, Penang & Rangoon.	
CEYLON MARU	Sunday, 22nd Jan.
NAGASAKI, KOBE & YOKOHAMA.	
MISHIMA MARU	Friday, 20th Jan.
SHANGHAI, KOBE & YOKOHAMA.	
YAMAGATA MARU (Mojik direct)	Monday, 23rd Jan.
MOJI MARU	Sunday, 22nd Jan.
MATSUOTO MARU	Wednesday, 25th Jan.
ATSUTA MARU	Tuesday, 24th Jan.

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Dept.).

THE EAST ASIATIC CO., LTD.

COPENHAGEN.
The S.S. "KINA"
will be loading for PORT SAID, MARSEILLES, HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS On or about 23rd January.

Further Sailings	Expected here on or about	Will leave homeward-bound on or about
M.S. "Java"	28th January	29th February
M.S. "Australien"	15th February	25th March
M.S. "Asia"	21st February	1st April
M.S. "Afrika"	21st March	30th April
M.S. "Malaya"	15th April	27th May
M.S. "Danmark"	25th May	30th June

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to—
JOHN MANNERS & CO., LTD.
Agents.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

NORMAL CARGO ALL ROUND.

ONLY TEN ARRIVALS.

The freight returns for the 24 hours ended at 9 a.m. yesterday showed a satisfactory figure though there were only ten arrivals.

For the Colony, there were 11,913 tons of general merchandise. Of these, four British steamers contributed no less than 9,113 tons. The two best returns were also shown by British ships. The s.s. *Kutsumi* from Calcutta and Singapore had 3,110 tons and the *St. Albans* from New York and Manila brought 2,173 tons.

Through cargo amounted to 11,742 tons, of which, two British vessels accounted for 4,320 tons. The two best returns were shown by the s.s. *Kutsumi* and the *President Lincoln*. The former arriving from Calcutta and Singapore carried 3,620 tons and the latter from Los Angeles and Shanghai had 2,906 tons.

The arrivals and departures during the period under review were the following:—

	Arr.	Dep.
British	4	6
American	2	1
Dutch	1	1
Japanese	3	0
Chinese	1	3
Mexican	0	1
Total	11	13

VESSELS EXPECTED.

Australian-Oriental Line.
Changie, Feb. 7th.
Taipei, Mar. 9th.

Bank Line.
City of Madras, Jan. 24th.
City of Benares, Feb. 12th.
City of Adelaide, Feb. 12th.
City of Dunkirk, Mar. 17th.
City of Bombay, April 14th.
City of Eastbourne, April 14th.
City of Cardiff, April 14th.

Ben Line.
Beledi, Jan. 25th.

Blue Funnel Line.
Portsmouth, today.
Nileus, Jan. 22nd.
Troilus, Jan. 22nd.
Antenor, Jan. 24th.
Yingchow, Feb. 2nd.
Philippines, Feb. 7th.
Adolphus, Feb. 13th.
Amelia, Feb. 13th.
Achilles, Feb. 27th.
Medon, Feb. 27th.
Polypheus, Feb. 27th.
Bellerophon, Mar. 2nd.
Calchas, Mar. 4th.
Sarpedon, Mar. 8th.
Rheus, Mar. 12th.
Tiresias, Mar. 15th.
Tyndarus, Mar. 15th.
Monelaus, Mar. 22nd.
Eurylochus, Mar. 27th.
Automedon, April 1st.
Patroclus, April 5th.

British-India and Apcar Line.
Takada, Jan. 20th.
Santhia, Jan. 25th.

Canadian Pacific Line.
Empress of Canada, to-morrow.
Empress of Australia, Feb. 10th.

Dodwell & Co.
Hours Castle, Jan. 22nd.

Dollar Steamship Line.
President Cleveland, Jan. 23rd.
President Lincoln, Jan. 23rd.

East Asiatic Co., Copenhagen.
Java, Jan. 28th.
Australien, Feb. 15th.
Africa, Mar. 21st.
Malaya, April 15th.
Danmark, May 25th.

Eastern and Australian Lines.
Arifura, Jan. 24th.
Tanda, Feb. 6th.
St. Albans, Mar. 5th.

Glen Line.
Glenamoy, Jan. 22nd.
Glenada, Jan. 27th.
Glenapp, Feb. 22nd.
Glenclue, Feb. 23rd.

Hamburg-Amerika Linie and Hugo Stinnes Linien.
Vogland, to-morrow.
Harland, Jan. 28th.
Seardorf, Feb. 5th.
Emil Kirder, Feb. 25th.
Havestrup, March 4th.
Adolf von Beyer, March 23rd.

Java-China-Japan Lijn.
Tjismaduri, to-morrow.
Tjismaduri, Jan. 23rd.
Tjibodas, Jan. 30th.
Tjikembang, Feb. 2nd.
Tjikondari, Feb. 6th.
Tjibodas, Feb. 13th.
Tjitaroen, Feb. 13th.
Tjikarang, Feb. 16th.
Tjikembang, Feb. 20th.

Messageries Maritimes.
D'Artaquian, Jan. 20th.
Yangtze, Jan. 27th.
General Metzingen, Feb. 1st.
Spitz, Feb. 15th.
Yalou, Feb. 25th.
Portkiss, Feb. 29th.

Nippon Yusen Kaisha.
Ceylon Maru, to-morrow.
Kanaka Maru, to-morrow.
Mishima Maru, to-morrow.
Mogura Maru, to-morrow.
Moji Maru, Jan. 20th.
Yamagata Maru, Jan. 20th.
Asuta Maru, Jan. 23rd.
Matsunoto Maru, Jan. 24th.
Malacca Maru, Jan. 26th.
Haruna Maru, Jan. 27th.
Tenyo Maru, Jan. 27th.
Tatsuno Maru, Feb. 1st.
Delagoa Maru, Feb. 8th.
Tattori Maru, Feb. 8th.
Kimo Maru, Feb. 10th.
Mishima Maru, Feb. 12th.
Calcutta Maru, Feb. 16th.
Katori Maru, Feb. 24th.
Kawachi Maru, Feb. 26th.
Taketo Maru, Mar. 8th.
Atsuta Maru, Mar. 9th.
Kakuta Maru, Mar. 20th.
Tenyo Maru, Mar. 20th.
Sado Maru, Jan. 23th.
Rangoon Maru, Jan. 26th.
Seigo Maru, Jan. 26th.

Peninsular and Oriental.
Devanha, Jan. 20th.
Khyber, Jan. 21st.
Khiva, Feb. 3rd.
Macedonia, Feb. 3rd.
Karnala, Feb. 10th.
Nagpur, Feb. 10th.
Kalyan, Feb. 17th.
Kashmir, Mar. 1st.
Lehor, Mar. 11th.
Mongolia, Mar. 16th.
Morca, Mar. 25th.
Kashgar, April 12th.
Malwa, April 20th.

DAILY WATERFRONT NEWS.

MARINE COURT.

[By LONGSHOREMAN.]

Five Chinese were charged before Commander J. B. Newill at the Marine Court yesterday with boarding the s.s. *Kutsumi* without permission from the officers of the ship.

One of the accused said that he had arrived in the Colony only a week ago from Amoy and did not know the regulation. Another man said that he was a bird fancier and had gone on board to collect some birds. The third man said he was a rattan ware maker and went on board to get an order. The other two said they were coolies and were asked by passengers to remove some luggage.

Inspector Brown said that the Police was not asking for imprisonment in view of the fact that it was the defendants' first offence in each case. The Police, however, viewed the case seriously as the Police flag was flying on the *Kutsumi* at the time.

A fine of \$10 was imposed on each defendant.

Asiatic Deck Passengers.
Asiatic deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1752. These were brought by six ocean going vessels.

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:—
North Wall Basin, *Ambrase*, *Kharke*, East Wall Basin, *Cicada*, *Moth*, *S/Ms. L. 1, L. 2*; North Arm, *Voltaire*, *Scaph*, *S/Ms. West Wall Dock*, *Peterfield*, *Tianjin*; 1st Dock, *Herald*, *S/Ms. L. 1, L. 2*; No. 1 Buoy, *Argus*, No. 3 Buoy, *Sormund*, No. 4 Buoy, *Argus*; No. 5 Buoy, *Bluebell*, No. 6 Buoy, *Caribbe*; No. 8 Buoy, *Marazion*; No. 9 Buoy, *Hollyhook*; No. 10 Buoy, *Seymour*, *Stedding*; No. 11 Buoy, *Seymour*, *Sedary*; No. 12 Buoy, *Thames*, *Somme*; No. 13 Buoy, *Bruce*; No. 18 Buoy, *Ruthven*; No. 20 Buoy, *Belgh*, *Enrol*.

Foreign Men of War—Italian, *Sebastiano*; Chinese, *Ying*, *Ying*; Portuguese, *Pern de Alencar*.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Khyber* left Singapore for Hong Kong on the 16th inst. at 4 p.m. with the outward English mails, and is due here on Saturday, the 21st inst. at about 4 p.m.

The m.v. *Yingland* (H.A.L.) left Shanghai on the 16th inst. at 7 a.m. and is due here to-morrow (Thursday) morning.

The B.I. s.s. *Takada* will leave for Amoy, Moji, Kobe and Osaka at 6 a.m. on Sunday, January 22nd. The Ben Line s.s. *Beledi*, from Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here on the 28th inst.

Korddeutscher Lloyd, Bremen.
Saarbrücken, to-day.
Angbarg, Feb. 4th.
Coelent, Feb. 14th.

Prince Line.
Japanese Prince, Jan. 20th.
Chinese Prince, Feb. 21st.
Swedish East Asiatic Co., Ltd.
Ceylon, Feb. 5th.

BANK LINE LTD.

AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT	ELLERMAN LINE
"CITY OF CALCUTTA"	20th January
"CITY OF PEKIN"	14th February
"CITY OF BENARES"	30th "
"CITY OF MADRAS"	25th March
AUSTRALIA	SINGAPORE/AUSTRALIA
"CITY OF PALERMO"	20th February

For FREEMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN"
Linz or other services.

BOSTON, NEW YORK & BALTIMORE..... AMERICAN AND MANCHURIAN LINE

"CITY OF BEDFORD"	via Suez Canal	22nd January
"CITY OF KIMBERLEY"	via Suez Canal	26th February
"CITY OF ADELAIDE"	via Suez Canal	23rd March
"CITY OF DUNKIRK"	via Suez Canal	20th April

ALSO AGENTS FOR
ANDREW WEIR & CO.

BOSTON & NEW YORK..... AMERICAN & ORIENTAL LINE
"MYRTLEBANK"..... 8th February

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE
"TINHOW"..... 20th April

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Moimboque, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—
Telephone: Central 4791.
THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,155	21st Jan.	Marseilles, L'Isle, Antwerp & Hull.
"DELTA"	8,097	27th Jan.	Straits & Bombay.
"MALWA"	10,985	4th Feb.	Marseilles and London.
"KHYBER"	9,114	15th Feb.	Marseilles, L'Isle, Antwerp & Hull.
"MELBOURNE"	8,853	25th Feb.	Marseilles and London.
"MACEDONIA"	11,120	3rd Mar.	do.
"KHYBER"	9,135	10th Mar.	Marseilles, London and Antwerp.
"KASHMIR"	8,985	17th Mar.	Marseilles, L'Isle, Antwerp & Hull.
"KARNALA"	9,128	24th Mar.	Marseilles and London.
"MANTUA"	10,946	31st Mar.	do.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April	Marseilles and London.
"MORCA"	10,953	22nd April	do.
"KASHGAR"	9,005	12th May	Marseilles, London and Antwerp.
"MALWA"	10,986	20th May	Marseilles and London.
"DEVANHA"	8,155	5th June	do.
"MACEDONIA"	11,120	23rd June	do.

2 Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirena, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHIA"	7,754	23rd Jan.	Singapore, Penang & Calcutta
"TAKADA"	6,949	12th Feb.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

ARAFURA	6,000	27th Jan.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
TANDA	6,958	2nd Mar.	do.
ST. ALBANS	4,500	30th Mar.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Peking, Kobe, Yokohama, Manila, Cebu, Zamboanga, Tawau, Timor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via the Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKADA"	6,949	2nd Jan. 6 a.m.	Amoy, Moji, Kobe & Osaka
"KHYBER"	9,114	22nd Jan. 6 a.m.	Shanghai, Moji, Kobe & Yokohama
"KHYBER"	9,135	3rd Feb.	Shanghai, Moji, Kobe & Yokohama
"MACEDONIA"	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama
"TANDA"	6,958	7th Feb.	Moji, Kobe, Osaka & Yokohama
"KARNALA"	9,128	11th Feb.	Shanghai, Moji, Kobe & Yokohama
"NAUGPORE"	5,283	17th Feb.	do.
"KASHMIR"	8,985	14th Feb.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	18th Feb.	Shanghai, Moji, Kobe & Yokohama
"MANTUA"	10,946	2nd Mar.	Moji, Kobe, Osaka & Yokohama
"ST. ALBANS"	4,500	6th Mar.	Shanghai, Moji, Kobe & Yokohama
"LAHORE"	5,252	12th Mar.	do.
"MONGOLIA"	16,504	17th Mar.	do.
"MORCA"	10,953	22nd Mar.	do.
"ARAFURA"	6,000	3rd April	Moji, Kobe, Osaka & Yokohama
"KASHGAR"	9,005	12th April	Shanghai, Moji, Kobe & Yokohama
"MALWA"	10,986	20th April	do.
"DEVANHA"	8,155	11th May	do.
"MACEDONIA"	11,120	23rd May	do.

* Cargo only.
All dates are approximate and subject to alteration without notice.
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